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Ontario Legislative Assembly

SESSIONAL PAPERS

VOL. LIV.—PART VII.

THIRD SESSION

OF THE

FIFTEENTH LEGISLATURE

OF THE

PROVINCE OF ONTARIO

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SESSION 1922

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No. 2 Estimates—Supplementary, *re* Queenston-Chippawa Development. Presented to the Legislature, 3rd March, 1922. *Not Printed.* Supplementary Estimates for the service of the Province for the year ending 31st October, 1922. Presented to the Legislature, 16th March, 1922. *Printed.* Further Supplementary Estimates. Presented to the Legislature, 26th May, 1922. *Printed.* Estimates for the year ending 31st October, 1923. Presented to the Legislature, 31st May, 1922. *Printed.*

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No. 4 Report of the Minister of Mines for the year 1921. Presented to the Legislature, 2nd May, 1922. *Printed.*

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No. 6 Report of the Inspector of Legal Offices for the year 1921. Presented to the Legislature, 6th April, 1922. *Printed.*

No. 7 Report of the Inspector of Registry Offices for the year 1921. Presented to the Legislature, 6th April, 1922. *Printed.*

No. 8 Report of the Provincial Municipal Auditor for the year 1921. Presented to the Legislature, 29th May, 1922. *Printed.*

No. 9 Report of the Commissioners for Queen Victoria Niagara Falls Park for the year 1921. Presented to the Legislature, 9th June, 1922. *Printed.*

No. 10 Report of the Superintendents of Insurance for the year 1921. Presented to the Legislature, 6th April, 1922. *Printed.*

No. **11** Report of the Registrar of Friendly Societies' Transactions for the year 1921. Presented to the Legislature, 6th April, 1922. *Printed.*

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No. **15** Report on Highway Improvement for the year 1921. Presented to the Legislature, 30th May, 1922. *Printed.*

No. **16** Report of the Department of Labour for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **17** Report of the Minister of Education for the year 1921. Presented to the Legislature, 29th May, 1922. *Printed.*

No. **18** Report of the Board of Governors of the University of Toronto for the year ending 30th June, 1921. Presented to the Legislature 22nd March, 1922. *Printed.*

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No. **21** Report of the Provincial Board of Health for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **22** Report upon the Ontario Hospitals for Insane, Feeble-minded and Epileptic for the year, 1921. Presented to the Legislature, 9th June, 1922. *Printed.*

No. **23** Report on Hospitals for Idiots. *Included in No. 22.*

No. **24** Report of Hydro-Electric Railway Commission. Presented to the Legislature, 24th February, 1922. *Printed.*

No. **25** Report upon Hospitals and Charitable Institutions for the year 1921. Presented to the Legislature, 9th June, 1922. *Printed.*

No. **26** Report upon the Prisons and Reformatories of the Province for the year 1921. Presented to the Legislature, 8th June, 1922. *Printed.*

No. **27** Report upon Neglected and Dependent Children for the year 1921. Presented to the Legislature, 8th June, 1922. *Not Printed.*

No. **28** Report upon the working of the Ontario Temperance Act for the year 1921. Presented to the Legislature, 8th June, 1922. *Printed.*

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No. **32** Report of the Agricultural and Experimental Union for the year 1921. Presented to the Legislature, 15th May, 1922. *Printed.*

No. **33** Report of the Stallion Enrolment Board. *Not presented.* (*Printed.*)

No. **34** Report of the Vegetable Growers Association for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **35** Report of the Corn Growers Association. *Not presented.*

No. **36** Report of the Entomological Society for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **37** Report of the Bee-Keepers Association for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **38** Report of the Dairymen's Association for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed. See Sessional vol. for* 1923.

No. **39** Report of the Live Stock Branch of the Department of Agriculture for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **40** Report of the Housing Commission. *Not presented.*

No. **41** Report of the Women's Institutes of the Province for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **42** Report of the Horticultural Societies for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **43** Report of the Agricultural Societies and of the Convention of the Association of Fairs and Exhibitions for the year 1921. Presented to the Legislature, 31st May, 1922. *Printed.*

No. **44** Report of the Fruit Growers' Association for the year 1921. Presented to the Legislature, 31st May, 1922. *Printed.*

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No. **49** Report of the Hydro-Electric Power Commission for the year ending, 31st October, 1921. Presented to the Legislature, 30th May, 1922. *Printed.*

No. **50** Report of the Ontario Railway and Municipal Board for the year 1921. Presented to the Legislature, 12th May, 1922. *Printed.*

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No. **52** Report of the Bureau of Archives for the year 1921. Presented to the Legislature, 20th April, 1922. *Not Printed.*

No. **53** Report of the Librarian on the state of the Library. Presented to the Legislature, 1st May, 1922. *Not Printed.*

No. **54** Report of the Provincial Auditor for the year 1920-21. Presented to the Legislature, 20th April, 1922. *Printed.*

No. **55** Report of the Workmen's Compensation Board for the year 1921. Presented to the Legislature, 1st June, 1922. *Printed.*

No. **56** Copies of Regulations and Orders-in-Council made under the authority of the Department of Education or of the Acts relating to Public Schools, Separate Schools or High Schools. Presented to the Legislature, 22nd February, 14th March, 21st March, 5th April, 12th April, 25th April, 11th May, 29th May and 9th June, 1922. *Not Printed.*

No. **57** Interim Report of the Commission respecting Sheriffs appointed to inquire, consider and report upon best mode of selecting and remunerating Sheriffs, etc., etc. Presented to the Legislature, 24th February, 1922. *Printed.*

No. **58** Return to an Order of the House of the Twenty-fourth day of February, 1922, for a Return showing—1. The total cost as shown by the records in the Department of Highways of the work on the Kingston Highway at the east end of the Village of Pickering in the summer of 1921, where the highway was lowered almost to the level of the highway before construction work commenced—showing (*a*) Cost of excavation in summer of 1921; (*b*) Cost of surfacing road after excavation of 1921; (*c*) Total cost of all work done by reason of change in level of road in summer of 1921. 2. The original cost of filling the hollow when the road was originally built. 3. The original cost of surfacing the portion which was broken up in the summer of 1921. 4. By whose orders the change in the surface of the road was made in the summer of 1921. Presented to the Legislature, 24th February, 1922. *Mr. Sinclair. Not Printed.*

No. **59** Report of the Ontario Board of Parole for the year ending 31st October, 1921. *Printed.*

No. **60** Report of the Commission under the Extra-Mural Employment of Sentenced Persons Act, for 1921. Presented to the Legislature, 28th February, 1922. *Printed.*

No. **61** Interim Report of the Public Service Commission, respecting the Toronto Police Court. Presented to the Legislature, 28th February, 1922. *Not Printed.*

No. **62** Letters and Documents in the matter of the Shevlin-Clarke Company, Limited. Presented to the Legislature, 7th March, 1922. *Not Printed.*

No. **63** An Agreement made on the Ninth day of February, one thousand nine hundred and twenty-two, between His Majesty, represented by the Honourable the Minister of Lands and Forests for the Province of Ontario, hereinafter called the Government, of the first part, and Lewis L. Alstead, Esquire, of the City of Milwaukee, in the State of Wisconsin, and George A. Seaman, Esquire, of the City of Chicago, in the State of Illinois, hereinafter called the Grantees, respecting a lease, or leases, of Water Power on Nipigon and Pic River. Presented to the Legislature, 8th March, 1922. *Not Printed.*

No. **64** Report of the Commission appointed to conduct an enquiry into the truth or falsity of charges relating to Toronto Police Court, etc. Presented to the Legislature, 14th March, 1922. *Not Printed.*

No. **65** Interim Report of the Public Service Commission respecting the Registry Office of the County of York. Presented to the Legislature, 16th March, 1922. *Printed.*

No. **66** Agreement in the matter of settlement of suits of the Shevlin-Clarke Company, Limited. Presented to the Legislature, 16th March, 1922. *Not Printed.*

No. **67** Report upon Blue Sky Legislation. Presented to the Legislature, 20th March, 1922. *Printed.*

No. **68** Statement on Distribution of Revised and Sessional Statutes. Presented to the Legislature, 21st March, 1922. *Not Printed.*

No. **69** Interim Report of the Public Service Commission, on the operation of Land Titles Act in Northern Ontario. Presented to the Legislature, 21st March, 1922. *Printed.*

No. **70** Report of the Commission to make inquiries and report upon all matters and things connected with or relative or incidental to the seizure on or about the 21st of April, 1920, of a car of whiskey at the City of Chatham, etc., etc. Presented to the Legislature, 22nd March, 1922. *Not Printed.*

No. **71** Return to an Order of the House of 15th March, 1922, That there be laid before this House a return of copies of all documents, maps, correspondence and papers dealing with the purchase, expropriation or acquiring of a certain property occupied as the Presbyterian Manse at the Village of Vernon, in the County of Carleton, at the Department of Highways, or any official thereof. Presented to the Legislature, 22nd March, 1922. *Mr. Ferguson. Not Printed.*

No. **72** Return to an Order of the House of 28th February, 1921, That there be laid before this house a Return showing:—1. All fines

and confiscations of property under The Game and Fisheries Act for each of the years 1916-17-18-19-20, imposed by game wardens, overseers or other representatives of the Department. 2. The number of such cases brought before a Magistrate of which there is any record for each year as above, and the numbers of recorded convictions. 3. The amounts for each year received by the Government and the amounts paid each year to informers. 4. Copies of instructions issued to game wardens, overseers or other representatives from time to time during the period 1912-20, dealing with the method of levying fines and directing seizure of property. Presented to the Legislature, 22nd March, 1922. *Mr. Hall. Not Printed.*

No. **73** Report of the Minimum Wage Board for the year 1921. Presented to the Legislature, 23rd March, 1922. *Printed.*

No. **74** Report of the Commission to investigate the Organization, Discipline, Administration and Efficiency of the Police Court of the City of Brantford. Presented to the Legislature, 5th April, 1922. *Not Printed.*

No. **75** Return to an Order of the House of Sixth of March, 1922, That there be laid before this House, a Return of copies of all correspondence and other documents between the Attorney-General's Department, the Ontario License Board, the Provincial Police Department, or Provincial Secretary's Department and any person or persons in Brantford having to do with the administration of justice for the City of Brantford or County of Brant since October 20th, 1919, to date. Presented to the Legislature, 7th April, 1922. *Mr. MacBride. Not Printed.*

No. **76** Return to an Order of the House of 30th April, 1921, That there be laid before the House a return of all copies of all correspondence between the Minister of Lands and Forests, the Prime Minister or any member of the Government, and E.W. Backus, or any other company, firms, or person, together with all estimates, reports, advertisements, conditions of sale, tenders, agreements, maps, documents and papers of every kind and nature relating to:—1. The Lake of the Woods pulp concession. 2. The White Dog Rapids Water Power, or any other water power in the District of Kenora. 3. The recent sale of pulp wood and timber on the English River concession. Presented to the Legislature, 10th April, 1922. *Mr. Ferguson. Not Printed.*

No. **77** Return to an Order of the House of 30th April, 1921, That there be laid before the House a Return of copies of all correspondence, papers, plans, reports and documents between the Minister of and the Federal Government and any Minister or official thereof, Highways, or any member of the Government or any official thereof,

with reference to contribution under The Canada Roads Act towards the construction of Highways in Ontario. Presented to the Legislature, 10th April, 1922. *Mr. Henry. Not Printed.*

No. **78** Return to an Order of the House of 10th March, 1922, That there be laid before this House, a return of copies of all correspondence between the Minister of Lands and Forests, the Prime Minister, the Attorney-General, or any Member of the Government and E. W. Backus or any person on his behalf or any other company, firm or person, together with all estimates, reports, advertisements, conditions of sale, tenders, agreements, maps, documents, memoranda and papers of every kind and nature relating to (1) The Lake of the Woods pulp concession; (2) The White Dog Rapids water power or any other water power in Ontario; (3) The English River Pulp concession; (4) The Keewatin Lumber Company; (5) The Keewatin Power Company. Presented to the Legislature, 18th April, 1922. *Mr. Ferguson. Not Printed.*

No. **79** Report of the Public Service Superannuation Board for the year 1921. Presented to the Legislature, 19th April, 1922. *Printed.*

No. **80** Regulations of the Provincial Board of Health for sanitary control of Lumber, Timber and Mining Camps. Presented to the Legislature, 19th April, 1922. *Printed for distribution.*

No. **81** Return to an Order of the House of 29th March, 1921, That there be laid before the House a Return showing: 1. What is the number of applications to the Board of License Commissioners, or any Commissioner, Official or Minister for the remission of fines or sentences under the O.T.A. in regard to which the member for South-East Toronto (Seat "B") acted personally or was interested professionally. 2. (*a*) What is the number of such applications favourably considered; (*b*) Rejected. 3. (*a*) What is the total sum of fines under the O.T.A. remitted in regard to which the member for South-East Toronto (Seat "B") acted personally or was interested professionally; (*b*) What is the aggregate number of fines remitted from sentences imposed under the O.T.A. in regard to which the member for South-East Toronto (Seat "B") acted personally or was interested professionally Presented to the Legislature, 19th April, 1922. *Mr. Pinard. Not Printed.*

No. **82** Copy of Commission issued to Walter Dymond Gregory, *et al* to inquire into and report upon the estimates and other matters relating to the Queenston-Chippawa Power Development in pursuance of Order-in-Council, dated 13th April, 1922, thereto annexed. Presented to the Legislature, 19th April, 1922. *Not Printed.*

No. **83** Return to an Order of the House of 29th April, 1921, That there be laid before this House, a Return of the Report of the officer, or person, who has been conducting a scale of the logs and mill-cut

at twenty-six lumber mills of Ontario throughout the sawing season of 1920, and which the Minister of Lands and Forests has reported to the House is now in his possession, together with the data on which the Report was based and all correspondence in connection therewith. Presented to the Legislature, 20th April, 1922. *Mr. McCrea. Not Printed.*

No. **84** Return to an Order of the House of 21st April, 1922, That there be laid before this House, a Return showing how many timber limits have been offered for sale since December 1st, 1919, and where situated. 2. Were they all sold by tender. 3. How long was each sale advertised. 4. The date of sale, area and price paid. 5. How many tenders were received in each case. 6. The name of the successful tenderer. Presented to the Legislature. 24th April, 1922. *Mr. McCrea. Not Printed.*

No. **85** Report and Statement of the Ontario Athletic Commission and of Auditor, for the year 1921. Presented to the Legislature, 25th April, 1922. *Not Printed.*

No. **86** Return to an Order of the House of 26th April, 1922, That there be laid before this House, a return showing the quantity of timber removed by the Keewatin Lumber Company in the District of Kenora each year during its cutting operations upon Berths S2, S3, S4, 3, 4, 6, 7, 10, 12, G9 and G10, 21 and 20. Presented to the Legislature, 28th April, 1922. *Mr. Mathieu. Not Printed.*

No. **87** Return to an Order of the House of 15th March, 1922, That there be laid before this House a Return of copies of all letters, telegrams or other correspondence during the year 1921, between any Minister of the Government or of any Member or Officer of the Ontario License Commission with any person or Corporation relating to the charges laid against Constable Lefevre, Provincial Police Force, and Constables Fleming, McKenzie and Michaud, the North Bay Police Force. Presented to the Legislature, 28th April, 1922. *Mr. Stover. Not Printed.*

No. **88** Return to an Order of the House of April 29th, 1921. That there be laid before this House, a return of copies of all Correspondence between R. T. Harding and the Honourable the Attorney-General, or any other Minister of the Crown, or any Officer of the Government since March 1st, 1921, with reference to a certain account for $500 rendered James Hourigan & Co. by the said R. T. Harding, and also copies of all letters from Crown Timber Agent Wylie since 1st June, 1920, referring to the settlement with James Hourigan & Co. for $12,600. Presented to the Legislature, 1st May, 1922. *Mr. Hill. Not Printed.*

No. **89** Report of the Mothers' Allowances Commission for the year 1921. Presented to the Legislature, 3rd May, 1922. *Printed.*

No. **90** Return to an order of the House of 12th April, 1922. That there be laid before this House, a Return of all copies of all correspondence, memoranda and reports between the Toronto and Hamilton Highway Commission and the Minister of Public Works or any member of the Government since November 15th, 1919. Presented to the Legislature, 11th May, 1922. *Mr. Henry. Not Printed.*

No. **91** Report of the Ontario Civil Service Commissioner for the year 1921. Presented to the Legislature, 12th May, 1922. *Printed.*

No. **92** Statement showing sums credited to The Highway Improvement Fund and all payments chargeable thereto as of October 31st, 1921. Presented to the Legislature, 12th May, 1922. *Not Printed.*

No. **93** Report of the Soldiers' Aid Commission of Ontario for the year 1921. Presented to the Legislature, 16th May, 1922. *Not Printed.*

No. **94** Statements showing all sums credited to the Highway Improvement Fund and all payments chargeable thereto for the fiscal years ending October 31st, 1920, and 1921, respectively. Presented to the Legislature, 23rd May, 1922. *Not Printed.*

No. **95** Return to an Order of the House of 9th February, 1921, That there be laid before this House, a Return of copies of all letters of instruction or other correspondence from the Attorney-General or any of the members of the Government, or Officials, addressed to any Police Magistrates or Crown Attorneys in the Province of Ontario; and any communications or letters in reply thereto relating to the imposition of penalties, or the trial of cases, and their disposition under The Ontario Temperance Act and amendments thereto. Presented to the Legislature, 30th May, 1922. *Mr. Dewart. Not Printed.*

No. **96** Return to an Order of the House of 25th May, 1922, that there be laid before this House, a Return showing (1) What Legislative Grants were earned in each of the years 1920 and 1921 by (*a*) Rural Public Schools, (*b*) Rural Separate Schools, (2) What was the actual amount paid to each Rural Public and Separate School for the said years. Presented to the Legislature, 6th June, 1922. *Mr. Cooke. Printed.*

No. **97** Report of the Agricultural Development Board for the year 1921. Presented to the Legislature, 8th June, 1922. *Not Printed.*

No. **98** Copies of Order-in-Council designating, pursuant to section 14 of the Hospitals and Charitable Institutions Act, Hospitals, Refuges, Orphanages and Infants' Homes to which aid may be granted. Presented to the Legislature, 8th June, 1922. *Not Printed.*

No. **99**	Return to an Order of the House of 29th April, 1921, That there be laid before this House, a Return of copies of all correspondence, reports and documents, relating to the dismissal of Magistrate Hastings, of Dunnville. Presented to the Legislature, 9th June, 1922. *Mr. Price. Not Printed.*
No. **100**	Return to an Order of the House of the 20th March, 1922, that there be laid before the House a Return of copies of all correspondence between any Minister of the Crown and any member of the Hydro-Radial Commission in connection and dealing with accounts for remuneration of services by each and every member of the Commission whether such accounts were paid in full for the amount claimed or reduced in amount. Presented to the Legislature, 9th June, 1922. *Mr. Hay. Not printed.*
No. **101**	Return to an Order of the House of the 24th February, 1922, that there be laid before the House a Return of all papers, documents, memoranda, recommendations, letters, telegrams and communications of every kind between any Municipal corporations, associations, bodies or persons and the Prime Minister or any Minister of the Government regarding the appointment or suggestion to appoint Peter Heenan, M.P.P. for Kenora, a Member of the Hydro-Electric Power Commission of Ontario. Presented to the Legislature, 9th June, 1922. *Mr. Thompson. Not Printed.*

BUREAU OF MUNICIPAL AFFAIRS

REPORT RE HOUSING

FOR 1921

INCLUDING

TOWN PLANNING
of the Town of Kapuskasing

Printed by Order of
THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO:
Printed by CLARKSON W. JAMES, Printer to the King's Most Excellent Majesty
1922

To His Honour HENRY COCKSHUTT,

Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

I herewith beg to present for your consideration the Report re Housing of The Bureau of Municipal Affairs for 1921, including Town Planning of the Town of Kapuskasing.

Respectfully submitted.

H. C. NIXON,

Provincial Secretary.

To the Honourable H. C. NIXON,

Provincial Secretary of the Province of Ontario.

SIR:—I have the honour to submit for your approval the Report re Housing, of The Bureau of Municipal Affairs, for 1921, including Town Planning of the Town of Kapuskasing.

I have the honour to be, Sir,

Your obedient servant,

J. A. ELLIS,

Director of the Bureau of Municipal Affairs.

REPORT OF DIRECTOR

This report deals with the work which has been done under The Ontario Housing Act, 1919, in the year 1921, and with the work which has been done under The Municipal Housing Act, 1920 in that year. Also with the Town Planning of the Town of Kapuskasing.

HOUSING

The Municipal Housing Act, 1920.

The following municipalities have passed by-laws to come under the provisions of this Act:—The Cities of Belleville, Chatham, Kitchener, London, Niagara Falls, Ottawa, Peterborough, Sarnia, Sault Ste. Marie, Windsor; the Towns of Ford City, Riverside, Sudbury, Tilbury, and Walkerville, and the Villages of Beaverton, and Fergus, and Stamford Township.

Under the provisions of the Act the Province has guaranteed the following debentures of the municipalities mentioned:

Beaverton	$ 7,000.00
Chatham	25,000.00
Fergus	10,000 00
Ford City	203,000.00
Kitchener	135,000.00
London	300,000.00
Sarnia	100,000.00
Stamford	50,000.00
Tilbury	11,000.00
Walkerville	400 000.00
Windsor	325,000.00
	$1,566,000.00

In addition it is expected that the following debentures will shortly be guaranteed:

Niagara Falls	$200,000.00
Ottawa	45,000.00
Riverside	50,000.00
Windsor	400,000.00
	$695,000.00

Housing Commissions.

There are now 99 municipalities which have passed by-laws under the provisions of The Ontario Housing Act. 1919, and appointed Housing Commissions. Of these 19 are cities, 50 are towns, 17 are villages, and 13 are townships. Seventy-two municipalities have constructed houses.

As already mentioned 10 cities, 5 towns, 2 villages, and 1 Township have passed by-laws to come under the provisions of The Municipal Housing Act. 1920. Eleven of these municipalities have constructed houses.

Cost, and Shortage of Houses.

During 1921 the cost of constructing houses decreased probably twenty per cent. below the cost of construction in 1920. While there is still a considerable shortage of houses there was nothing like the same demand for new houses in 1921 that there had been in the two previous year, owing no doubt to the fact that industries were not as active in 1921 as they had been in the two previous years.

Appropriations.

The amount secured by the Province of Ontario from the Dominion Government for housing purposes was $8,750,000.00. This money was to be loaned under the provisions of The Ontario Housing Act. 1919, at five per cent.

Loans.

The total loans approved for houses erected in 1919, 1920 and 1921 under The Ontario Housing Act, 1919, is $7,768,018.40, and for land purchased by Housing Commissions $256,343.27. Of this $4,195,721.95 was loaned to seventeen cities; $2,583,343.27 was loaned to thirty-four towns; $364,579.00 was loaned to thirteen villages: and $880,748.26 was loaned to eight townships.

Loans have been approved for houses which are not yet erected to the amount of $303,100.00, and in addition a loan of $400,000.00 has been set aside by special legislation for housing purposes at Kapuskasing.

Repayments by Municipalities:

Up to the end of 1921, there has been repaid to the Provincial Treasurer on account of monthly repayments $652,316.62, of which $225,684.59 is principal, and $426,632.03 is interest. There has also been repaid to the Provincial Treasurer the sum of $197,143.57 on account of loans in excess of monthly repayments. Up to the same date the Provincial Treasurer has also received $167,842.71 for interest on money advanced on progress estimates during construction. The total amount received is $1,017,302.90.

Out of 73 municipalities, only 4 are in arrears. The total amount of these arrears is $4,482.44. This is a very small amount, considering the fact that $1,017,302.90 has been repaid.

Since December 31st last $1,079.04 of these arrears has been repaid, and it is expected that the remainder will be paid very shortly.

The monthly repayments are as a rule remitted promptly on the first of each month.

Houses Erected:

A summary of the houses erected in 1919, under The Ontario Housing Act, 1919, is as follows:

Houses Erected:

No. of Houses		Loans	Average Loan per house
		$ c.	$ c.
14	Four roomed, frame clapboard finish	27,700.00	1,978.57
3	" solid brick, hollow tile or concrete	7,575.00	2,525.00
43	Five roomed, frame clapboard finish	115,189.00	2,685.79
26	" frame stucco finish	77,050.00	2,963.46
23	" brick veneer	67,270.00	2,924.78
14	" solid brick, hollow tile, or concrete	124,630.00	2,832.50
237	Six roomed, frame clapboard finish	662,299.00	2,794.09
88	" frame stucco finish	257,274.00	2,923.57
230	" brick veneer	678,228.00	2,948.82
332	" solid brick, hollow tile, or concrete	1,185,000.00	3,569.28
13	Over six rooms, frame clapboard finish	37,100.00	2,854.61
27	" frame stucco finish	81,000.00	3,000.00
23	" brick veneer	56,675.00	2,464.13
8	" solid brick, hollow tile or concrete	300,684.00	3,712.16
1,184		3,677,974.00	3,106.40

Of the above, $1,060 are detached houses and 124 are semi-detached.

Increases amounting to $67,772.74 were made in 1920 in loans originally made in 1919.

A summary of the houses erected in 1920 under The Ontario Housing Act, 1919, is as follows:

No. of Houses		Loans	Average Loan per house
		$ c.	$ c.
36	Four roomed, frame, clapboard finish	121,900.00	3,386.11
71	Five roomed, frame, clapboard finish	224,216.00	3,157.97
25	" frame, stucco finish	92,600.00	3,704.00
11	" brick veneer	141,050.00	3,140.24
39	" solid brick, hollow tile or concrete	140,590.00	3,604.87
76	Six roomed, frame, clapboard finish	234,068.00	3,079.84
63	" frame, stucco finish	245,429.00	3,895.70
199	" brick veneer	712,761.00	3,581.71
301	" solid brick, hollow tile or concrete	1,221,579.00	4,058.40
6	Over six rooms, frame, clapboard nish	18,400.00	3,066.67
3	" frame, stucco finish	9,500.00	3,166.67
6	" brick veneer	20,450.00	3,408.33
47	" solid brick, hollow tile or concrete	191,113.00	4,066.23
913		3,373,656.00	3,695.13

Of the above, 833 are detached houses, 50 are semi-detached, and 30 are in groups of three.

A summary of the houses erected in 1921, under The Ontario Housing Act, 1919, is as follows:

Houses Erected:

No. of Houses	———	Loans	Average Loan per house
		$ c.	$ c.
1	Four roomed, frame clapboard finish	3,000.00	3,000.00
7	Five roomed, frame clapboard finish	23,900.00	3,414.28
2	" solid brick	8,000.00	4,000.00
31	Six roomed, frame clapboard finish	114,300.00	3,687.10
9	" brick veneer	32,000.00	3,555.55
54	" solid brick	219,350.00	4,062.04
1	Over six rooms, frame clapboard finish	3,000.00	3,000.00
6	" brick veneer	22,100.00	3,683.33
6	" solid brick	24,000.00	4,000.00
117		449,650.00	3,843.16

Of the above, 113 are detached houses, and 4 are semi-detached.

Increases amounting to $36.363.66 were made in 1921 in loans originally approved in 1919 and 1920.

A summary of the houses erected under The Municipal Housing Act, 1920, is as follows:

No. of Houses	———	Loans	Average Loan per house
		$ c.	$ c.
1	Four roomed, brick, veneer	3,000.00	3,000.00
3	Five roomed, frame, clapboard finish	10,000.00	3,333.00
1	" brick veneer	4,000.00	4,000.00
3	" solid brick	13,500.00	4,500.00
6	Six roomed, frame, clapboard finish	21,000.00	3,500.00
4	" frame, stucco finish	14,000.00	3,500.00
16	" brick veneer	62,500.00	3,906.03
199	" solid brick, hollow tile	832,700.00	4,184.42
2	Over six rooms, frame, clapboard finish	6,500.00	3,250.00
1	" frame, stucco finish	4,000.00	4,000.00
1	" brick veneer	2,000.00	2,000.00
237		973,200.00	4,106.33

All the above houses are detached.

A summary of the houses erected in 1921 under The Municipal Housing Act, 1920, is as follows:

No. of Houses		Loans	Average Loan per house
		$ c.	$ c.
5	Four roomed, frame clapboard finish	12,750.00	2,550.00
15	Five roomed, frame clapboard finish	49,581.00	3,305.40
27	" brick veneer	108,230.00	4,008.52
57	" solid brick	256,000.00	4,491.23
51	Six roomed, frame clapboard finish	177,258.66	3,475.66
76	" brick veneer	300,900.00	3,959.21
63	" solid brick	276,000.00	4,380.95
10	Over six rooms, brick veneer	37,000.00	3,700.00
16	" solid brick	71,000.00	4,437.50
320		1,288,719.66	4,027.25

All the above houses are detached.

It will be seen that 69 per cent. of all the houses erected in 1919, 1920 and 1921 are either of brick veneer or of solid construction.

The total number of houses erected in these years is 2,771 and the loans made therefor amount to $9,867,336.06.

Operations have almost ceased under The Ontario Housing Act, 1919, although a number of loans were approved before 31st December, 1920 for houses which have not yet been erected. It is expected that these houses will be erected this year.

Operations carried on under The Municipal Housing Act, 1920, were not very extensive last year. There are however, also under this Act a number of loans which have been approved for houses to be erected this year. It is anticipated that operations under this Act will also be discontinued within a reasonable time.

Increases in Loans.

The following increases were made in loans approved under the provisions of The Ontario Housing Act, 1919, in 1919 & 1920, during 1921 in the municipalities mentioned:

Barton Township	$ 1,582 75
Brampton	500.00
Brantford Township	4,000.00
Chippawa	500.00
Fergus	1,000.00
Galt	515.00
Guelph City	10,000 00
Perth	500.00
Port Colborne	1,000.00
Port Credit	1,000.00
Sandwich Town	900.00
Sault Ste. Marie	1,800.00
Scarborough Township	1,000.00
Smith's Falls	500.00
Whitby	1,400.00
Windsor	8,007.95
York Township	2,150.00
Total	$36,363.66

Methods of Operation Under Housing Acts.

Under the Housing Acts there were two methods or operation, namely:

First, where a person owned a lot, and conveyed it to the Housing Commission he could secure a loan for the erection of a house for the full cost thereof. The plans for the house required to be approved by the Housing Commission, and the Housing Department. The borrower could make his own contract for the erection of the house.

Second, a Housing Commission could purchase land, and erect houses thereon. The plans for such houses also had to be approved by the Housing Commission, as well as the layout of the land.

Seventy per cent. of the houses erected under the Housing Acts have been erected under the first method, which has been preeminently successful. There has been no difficulty and no complaint whatever where houses have been erected under this plan. The monthly repayments have also been promptly met.

The second method has not been so successful. In some cases Housing Commissions have erected houses without having purchasers for them, with the result that in a small number of cases some houses are still undisposed of. In other cases Housing Commissions have allowed persons to take the houses without any cash payment, but with merely some security for the first three years' payments. In a number of these cases the Housing Commissions have found it somewhat difficult to satisfy the persons who have taken the houses, and the Commissions have been put to some expense in altering houses.

Whilst from a theoretical point of view the development plan is the ideal one in connection with Housing, from a practical point of view the other method has obtained much better results.

Cost of Administration:

The cost to the Province of the administration of The Ontario Housing Act, 1919, up to the end of 1919 is as follows:

Salaries and other remuneration	$13,718.56
Travelling and other expenses	2,505.77
Contingencies	4,312.16
	$20,536.49

This is practically for a period of seven months.

The cost to the Province of the administration of The Ontario Housing Act, 1919, in 1920, and The Municipal Housing Act during 1920, is as follows:

Salaries and other remuneration	$21,158.67
Travelling and other expenses	3,757.81
Contingencies	3,528.47
Typewriter	121.50
	$28,566.45

The cost to the Province of the administration of The Ontario Housing Act, 1919, in 1921, and The Municipal Housing Act during 1921, is as follows:

Salaries and other remuneration	$12,144.67
Travelling and other expenses	1,868.42
Contingencies	1,751.98
Kapuskasing Townsite, Planning, etc.	3,500.00
	$19.265.07

TOWN PLANNING

Town of Kapuskasing

Kapuskasing is located on the Canadian National Trans-continental Railway and the River Kapuskasing, seventy miles west of Cochrane.

This Town was incorporated by Chapter 36 of the Statutes of Ontario, 1921. This Act authorized the Government of Ontario to enter into an agreement with the Spruce Falls Company, Limited, for the planning, laying out and establishment of a townsite. The Company is engaged in extensive operations concerning the manufacture of pulpwood and has erected mills and other works for that purpose at Kapuskasing.

The agreement recited that "it is essential that housing and other accommodation should be provided in the immediate neighborhood of Kapuskasing for persons in the employ of the Company in said industry and others who may become residents there, and the Government is desirous of creating a town and having same planned and developed on model lines," and the provisions of the agreement provided for this being carried out.

The planning and laying out of the townsite and all other work connected therewith has been done entirely by various officials of the Ontario Government. The plans contained in this report and the accompanying information are published for the purposes of assisting in some measure in the planning, laying out and development of other townsites.

The area set aside for the municipality contains 2,,053 acres, of which about 40% has been partially or wholly cleared. Of this, a comparatively small part, 220.8 acres, was subdivided and laid out as a townsite. This latter portion was partially cleared, and it has now been entirely cleared and stumped. It was considered desirable not to subdivide too large an area, but rather to have such an area developed as would meet all reasonable requirements for some considerable time and to provide for future development. The subdivision made will provide for about 2,500 people, and further subdivisions have been provided for, which can be readily made as required. A comparatively large area of unsubdivided land surrounding the townsite proper would, it was considered, make it difficult for houses of an undesirable type to be erected in the immediate vicinity of the townsite proper. It was also intended to insure to the municipality control by means of by-laws and other restrictions of the development of land, business and health conditions around the townsite itself.

The entire townsite as subdivided is owned by the Province, which also owns a large portion of the other land included in the limits of the municipality.

One of the principal reasons for the Government's action in this matter was to prevent the Town becoming a "closed" or "Company" Town. A number of lots have been reserved for the Company and 100 for the Housing Commission which it is proposed to establish. The price for the lots for the Housing Commission is not to exceed, on the average, $100 per lot. All the other lots are being placed on the open market.

It was also not thought desirable to deal with the matter from the point of view only of the Town being one which would always have to depend for its existence on the operations of the Lumber Company.

The future development of this section of Northern Ontario will be dependent largely upon the policies of the Dominion Government in encouraging, through the National Railways, the growth of industries based on timber manufacture along their lines; and by the Ontario Government in the sale of the timber limits, the development of the latent power for the manufacture of lumber, pulpwood, paper, etc., and upon the sale, settlement, and development of the land, after the timber is cut, for agricultural purposes. Along the Transcontinental Railway for one hundred miles west of Cochrane are small settlements, and the farms of settlers who are largely dependent in the winter upon lumber operations, but who are in the summer, tilling and clearing their farms.

As the past and present policies of the two Governments are along these lines, it would seem reasonable to think that along with the establishment and development of these industries for the manufacture of wood products would come an agricultural development sufficient at least to supply the wants of those engaged in them, and that, while for some time the two developments are interdependent, neither should be commercially controlled or restricted by the other, which seems to be a danger in the case of the "closed" or "Company" town. Thus in planning the Town of Kapuskasing and providing for its future growth, provision would seem not necessarily to be wholly restricted to the activities of the industry which is immediately responsible for its conception.

The Location of the Townsite.

Preliminary visits were made to the location by all the interested officials of the Government and the general conditions carefully studied . A topographic plan was prepared by the Surveyor-General's Department, and on this was located all the buildings which were in any way prominent, as well as the levels.

The Company has acquired rights to develop two power plants on the Kapuskasing River. When this has been done the level of the river will be considerably raised, and a quantity of land will be flooded. It was therefore necessary to obtain reliable data as to the effect of the raising of the river. It was then found that practically the only available townsite was the one which has been selected. The elevation of this townsite is sufficient for all requirements, and it has the peculiar

advantage that when the level of the river has been raised it will be almost entirely surrounded by water. This having all been cleared and stumped should prove a valuable safeguard in case of fire.

Subdivision Plan of Townsite.

It was found that to secure circulation through the town a new high level bridge across the river at a different location than the two small existing ones was necessitated. The Company in their original agreement had agreed to raise, at considerable expense, the present bridges and replace by means of a large fill the Government highway, which would be required as the result of the raising of the river. As the proposed new bridge was found to require only a slightly increased cost, the Company undertook, in lieu of the former obligation, to undertake that of supplying the required new bridge.

The location of this bridge determined, to a considerable extent the plan of subdivision to be followed.

The lots have been made of a reasonable size, namely about 50 ft. by 150 ft. for residential purposes, and about 50 ft. by 100 ft. for commercial purposes.

The subdivision plan has been prepared in accordance with the provisions of The Planning and Development Act, Chapter 38, Ontario Statutes of 1918. The land has been staked and the plan certified to.

General Plan of Townsite showing Projected Streets, etc., for Future Development and Variation of Urban Zone.

By Section 2 of The Planning and Development Act an "urban zone" in the case of a town includes the area within three miles of such town, and under Section 4 of the Act the Municipality can vary such urban zone on preparing a plan of such variation and obtaining the approval of the Ontario Railway and Municipal Board.

Under Section 5 of the Act "The Council of a city, town or village may procure to be made for adoption by it a general plan of such city, town or village and the urban zone adjoining it, or of such portion of the same as such Council may deem expedient." Such general plan, which also shows the variation of the urban zone, has been prepared. (see plan 6) and the necessary steps are being taken to have it approved by the Ontario Railway and Municipal Board.

No street has been laid out of a less width than 66 feet, and some of the main thoroughfares have an even greater width.

The main arterial highways are the Government road allowances of 66 feet in width adjacent to the railway right-of-way. As the river forms a barrier to these, provision for connecting them and carrying them through the town and across the new bridge was required. Riverside Drive, with a width of 88 feet, fulfilled this requirement.

When the streets had been established, a study was made for the future extension and linking up of these streets with those which either were at present or would later be opened up inside and beyond the municipal limits. These streets which

have been laid down on the general plan need not necessarily be opened until such time as they are either required for general purposes, or it is desired to subdivide the land along them for sale of lots. All future subdivisions must follow this general plan.

Main Business Area.

A factor in the location of this area was the convenience of access from the station and railway on the one hand, and from the residential areas on the other. Another factor was the development of a dignified entrance in approaching the town from the station.

This area is reserved for business structures of a permanent character.

Secondary Business Area.

With the above in view regarding a business centre of a permanent type, it was obviously necessary to provide another business district upon which could be erected business buildings of a type immediately required by the new Town. This first type by experience has been shown to often be very temporary and the buildings of cheap construction. Whilst therefore this area too is reserved for buildings for business purposes the building restrictions are very much modified.

Park Areas.

As the townsite will be almost entirely surrounded by water after the river is raised, certain portions adjacent to the river were somewhat low for building purposes, and in order to control and secure the use of the waterfront for the town, the lots were not allowed to come to the water's edge, but this surrounding area was set aside for park and recreational purposes, with the exception of a comparatively small area of waterfront which would probably be required for industrial purposes. This park and recreational area is about one-ninth of the area above the raised level of the river.

Public Buildings.

Locations have been reserved for municipal buildings, schools, churches, hospitals, etc.

Cemetery.

The cemetery has been located where natural and easy drainage is possible, and where it will be easily accessible at all seasons of the year. The site is within the municipal limits and not too far from the townsite.

Divisions of the Total Area in the Townsite.

Streets and alleys	74.5 acres
Schools, churches and public buildings	9.2 acres
Parks and recreational areas	26.6 acres
852 lots	110.5 acres
	220.8 acres

Railway Matters.

A temporary logging siding from the Company's mill had been constructed at the easterly side of the townsite. Its future removal was deemed possible by the Company, if provision was made in the plan for a free right-of-way.

The present site of the railway station would, by the agreement providing for the erection of the new high level bridge, in lieu of raising the level of the Government Road on the north side of the railway, close for traffic the Government highway between the Townsite and the new bridge leading to the Town. It has therefore been suggested that the station be moved east between the river and the south side of the tracks and immediately opposite the proposed new bridge. An ample area has been set aside in the plan for a new station and for well-developed grounds about it.

Streets crossing the railway have been reduced to the minimum number, and where these crossings must of necessity be made, sufficient width and directness of approach have been provided to permit of grade separation if this should ever be required. Provision has also been made for the best method of providing switching accommodation, both for the present and future requirements of the industrial area.

All railway matters were discussed with officials of the Canadian National Railways and the provisions which have been made have their approval.

Waterworks and Sewerage System.

Under the agreement between the Government and the Company the Government is to guarantee bonds or debentures of the municipality issued for waterworks, sewerage, local improvements, or other municipal works, to the extent of not more than $100,000 and the Company is to furnish electric power for lighting and other purposes at cost.

Although the town will not be a "Company" town, advantage is being taken of the location and proximity of the plant of the Company, and a supply of water will be obtained from it at cost in order to lessen the cost of operating an independent pumping station. Several pumps and a filter will be installed in the pump house of the Company, and these will be operated by the staff of the Company's units. The distribution system has been designed to take care of modern fire requirements. Hydrants have been placed at convenient points, and the mains have been designed to give not only adequate pressure at the fire hydrants, but are equipped with valves, and arranged so that any part of the system can be conveniently cut out and the water circulated around by another loop. The Townsite as arranged by the town planning engineers lends itself very admirably to this arrangement without materially affecting the cost of the system.

The system as designed has 23% 4 in. mains; 10% 8 in. mains, and 67% 6 in. mains, with a total of 55 valves and 24 hydrants. It is estimated that this system will cost $45,000, and that the Company will extend its watermain to the railway tracks and connect up with the townsite.

The natural outlet for any sewerage system must be the river. Alterations in the river level will naturally seriously affect any sewage outfall. It is proposed to lay certain interceptors, which will receive the whole of the townsite sanitary drainage and carry it by gravity to a point on the bay opposite the railway bridge. From here it will gravitate through treatment works and when the level of the river is raised it will be pumped and gravitated through treatment works to the river. Soundings have been taken over the townsite, and it does not appear from this information that rock will be encountered anywere in the system. This will tend to cheapen the cost materially.

The sewers immediately required and having a capacity sufficient to take care of the anticipated population for several years are estimated to cost $33,000. An additional item of $12,500 should provide for the necessary sewage disposal.

The total estimated cost of both sewerage and water supply amounts to, in all, $90,500.

The waterworks and sewerage systems have been so arranged that they can be built in units and gradually extended as the occasion requires.

Detailed Plans.

The purpose of these plans is to put on record for the benefit of the present and future Councils the suggestions with regard to detail which were considered in planning the town, and to clearly explain the underlying reasons why the provisions on the general plan were made. This information is largely for guidance and to be adhered to only as far as changed conditions seem to permit at the time when these points actually arise for definite consideration.

Housing Commission.

The reservation of lots for the Housing Commission has been made in so far as practicable in a comparatively compact area, for purposes of economy in expenditures for local improvements and near the secondary business centre.

Restrictions.

The Consulting Architect, Mr. James Govan, has prepared a building by-law for consideration by the municipal Council. It is proposed to publish this by-law at a later date. The intention of the Department in this matter is only to give helpful suggestions as to the possible scope of such a measure. Outside the larger cities of Ontario there are many municipalities which have no building by-law. The building by-law mentioned has been prepared for the guidance only of those municipalities which desire to adopt such regulations, and every municipality, as well as Kapuskasing, can of course, make such changes in it as they deem advisable.

With the description of types of buildings set forth in the suggested by-law, certain groups of lots at Kapuskasing were decided upon which in their sale would be restricted, first for the erection of retail business buildings of certain types and construction, second, industrial buildings, and third, boarding houses.

It is also being considered whether not more than three lots in the townsite can be sold to one applicant and unless such lots be built on whether within a reasonable time they should not revert to the Crown. The purpose of this is to prevent speculation.

In addition to the above restrictions regarding the use of all areas other than those to be used for residential purposes, a by-law has been prepared under the provisions of Section 399a of The Municipal Act (Section 10, Chapter 63, of the Statutes of 1921) by which certain areas in the municipality are proposed to be definitely set aside for the erection of detached private residences only. It is proposed that the Municipal Council pass such By-law which will then require the approval of the Ontario Railway and Municipal Board. One other reason for imposing the restriction contained in the proposed By-law was to insure that the industrial and commercial businesses should locate in the area set aside for them, and along the lines of the projected local improvements.

Plans

The following are the plans which have been prepared and which are contained in this Report:—

1. Map showing location of the Town of Kapuskasing. (Plan 1).
2. The townsite as originally surveyed. (Plan 2).
3. The townsite showing raised level of river. (Plan 3).
4. Topographic plan of townsite and adjacent areas. (Plan 4).
5. Subdivision plan of townsite. (Plan 5).
6. General plan of townsite showing projected streets, etc., for future development, and variation of urban zone. (Plan 6).
7. Projected water and sewerage systems. (Plan 7).
8. General plan of townsite showing commercial and industrial districts. (Plan 8).
9. Plan of townsite showing reservations for parks, playgrounds, churches, municipal and other public buildings. (Plan 9).
10. General plan showing residential districts in conformity with Section 399a of The Municipal Act. (Plan 10).
11. General plan showing lots reserved for Housing Commission. (Plan 11).

Officials in Charge of the Work

L. V. Rorke, Director of Surveys, in charge of surveying and staking out the lots.

Gordon F. Summers, O.L.S.

F. A. Dallyn, Director of Sanitary Engineering Division, Provincial Board of Health.

W. E. Harries and A. V. Hall, Town Planners, and Arthur M. Kruse, Associate Town Planner, Housing Department, Bureau of Municipal Affairs.

James Govan, Consulting Architect, Housing Branch, Bureau of Municipal Affairs.

Officials of the Department of Lands and Forests in connection with the clearing and selling of lands.

The whole of the work has been performed under the direction of the undersigned.

J. A. ELLIS,

Director, Bureau of Municipal Affairs

January 26th, 1922.

Municipalities which have come under the Provisions of "The Ontario Housing Act, 1919."

—	Amount appropriated by Order-in-Council	Loans approved for houses erected in 1919 1920-1921	Loans approved for land purchased by Housing Commissions in 1919 and 1920	Amount actually paid by Province on account of such Loans in 1919 1920-1921	Loans approved for houses which are not yet erected
Cities	$ c.	$ c.	$ c.	$ c.	$ c.
†Belleville	25,000.00	19,300.00		19,300.00	
Brantford	250,000.00	246,513.00		246,513.00	
*†Chatham					
Fort William	250,000.00	36,200.00		36,200.00	
Galt	200,000.00	38,055.00	1,250.00	39,305.00	
Guelph	250,000.00	239,290.00	10,710.00	250,000.00	
Hamilton	500,000.00	496,500.00		485,000.00	
*†Kitchener					
†London	400,000.00	374,164.00	24,200.00	398,364.00	
Niagara Falls	300,000.00	290,914.00		290,914.00	
Ottawa	750,000.00	668,000.00	82,000.00	741,350.00	
*†Peterboro					
Port Arthur	150,000.00	16,800.00		16,800.00	
†Sarnia	100,000.00	97,000.00		97,000.00	
Sault Ste. Marie	200,000.00	199,050.00		199,050.00	
St. Catharines	150,000.00	146,069.00	4,645.00	150,714.00	
Stratford	250,000.00	245,400.00		116,400.00	
Welland	250,000.00	121,950.00	4,354.00	126,304.00	
†Windsor	1,000,000.00	683,507.95	50,500.00	734,007.95	200,000.00
Woodstock	100,000.00	93,270.67	6,079.33	99,350.00	
	5,125.000.00	4,011.983.62	183,738.33	4,046,571.95	200,000.00
Towns	$ c.	$ c.	$ c.	$ c.	$ c.
*Arthur	25,000.00				
Brampton	100,000.00	63,820.00	2,187.00	65,207.00	
*Brockville					
*Bridgeburg	50,000.00				
*Burlington					
Capreol	41,000.00	41,000.00		41,000.00	
*Carleton Place	30,000.00				
*Chapleau					
*Cobourg					
Cochrane	75,000.00	75,000.00		75,000.00	
Englehart	8,000.00	8,000.00		8,000.00	
†Ford City	150,000.00	141,200.00		141,200.00	
Fort Frances	4,000.00	4,000.00		4,000.00	
Goderich	100,000.00	5,250.00		5,250.00	
*Gravenhurst					
*Haileybury					
Hawkesbury	150,000.00	121,585.00	8,415.00	130,000.00	
*Hespeler	50,000.00				
Ingersoll	75,000.00	36,950.00		36,950.00	
Iroquois Falls	150,000.00	150,000.00		150,000.00	
Leamington	50,000.00	38,190.00		38,190.00	3,500.00
Leaside	100,000.00	90,780.00	8,670.00	99,450.00	
Listowel	50,000.00	39,615.00		39,615.00	3,000.00
Merritton	25,000.00	22,500.00		22,500.00	
Midland	75,000.00	59,048.00		59,048.00	
Milton	20,000.00	16,700.00		16,700.00	
Milverton	50,000.00	24,600.00	1,400.00	26,000.00	
Mimico	200,000.00	15,800.00		15,800.00	
New Toronto	200,000.00	176,065.52	22,368.75	198,434.27	

Municipalities which have come under the Provisions of "The Ontario Housing Act, 1919."—Continued.

——	Amount appropriated by Order-in-Council	Loans approved for houses erected in 1919 1920-1921	Loans approved for land purchased by Housing Commissions in 1919 and 1920	Amount actually paid by Province on account of such Loans in 1919 1920-1921	Loans approved for houses which are not yet erected
Towns—Cont'd.	$ c.	$ c.	$ c.	$ c.	$ c.
*North Bay					
*Niagara	30,000.00				
Oshawa	600,000.00	439,250.00	24,825.00	464,075.00	96,600.00
*Owen Sound					
*Palmerston	50,000.00				
Paris	66,000.00	66,000.00		66,000.00	
Perth	25,000.00	25,000.00		25,000.00	
Port Colborne	150,000.00	149,944.00		149,444.00	
Renfrew	60,000.00	12,500.00		12,500.00	
Sandwich	150,000.00	137,900.00		136,100.00	
Sioux Lookout	40,000.00	9,000.00		4,900.00	
Smith's Falls	60,000.00	23,100.00		23,100.00	
Sturgeon Falls	60,000.00	15,600.00		15,600.00	
†Sudbury	150,000.00	148,530.00		148,530.00	
Thorold	50,000.00	47,650.00		47,650.00	
Timmins	40,000.00	6,000.00		6,000.00	
Trenton	200,000.00	8,600.00		8,600.00	
*Uxbridge					
†Walkerville	250,000.00	246,500.00		246,500.00	
*Waterloo					
Whitby	50,000.00	49,800.00		49,800.00	
	3,809,000.00	2,515,477.52	67,865.75	2,576,143.27	103,100.00

Municipalities which have come under the Provisions of "The Ontario Housing Act, 1919."—Concluded.

——	Amount appropriated by Order-in-Council	Loans approved for houses erected in 1919 1920-1921	Loans approved for land purchased by Housing Commissions in 1919 and 1920	Amount actually paid by Province on account of such Loans in 1919 1920-1921	Loans approved for houses which are not yet erected
Villages	$ c.	$ c.	$ c.	$ c.	$ c.
Acton	30,000.00		2,000.00	1,500.00	
Beaverton	20,000.00	13,000.00		12,500.00	
Chippawa	30,000.00	22,200.00		22,200.00	
Elmira	40,000.00	12,515.00	610.00	13,155.00	
†Fergus	50,000.00	49,800.00		49,800.00	
Georgetown	80,000.00	80,000.00		73,250.00	
*Hensall					
Humberstone	50,000.00	12,305.00		12,305.00	
*Madoc	30,000.00				
Point Edward	30,000.00	30,000.00		30,000.00	
Port Credit	100,000.00	34,300.00		34,300.00	
Port Dalhousie	50,000.00	11,389.00	2,130.00	13,519.00	
Port McNicoll	30,000.00	10,100.00		10,100.00	
Richmond Hill	25,000.00	25,000.00		25,000.00	
Tara	10,000.00	7,500.00		7,500.00	
*Victoria Harbor	10,000.00				
Woodbridge	50,000.00	21,700.00		21,700.00	
	635,000.00	359,809.00	4,770.00	356,829.00	
Townships	$ c.	$ c.	$ c.	$ c.	$ c.
Barton	100,000.00	100,903.26		100,903.26	
Brantford	50,000.00	34,700.00		34,700.00	
Etobicoke	150,000.00	146,500.00		139,500.00	
Gloucester					
*Guelph	50,000.00	7,500.00		7,500.00	
*Neebing					
*Pickering	30,000.00				
Sandwich, E.	55,000.00	54,975.00		54,975.00	
Scarborough	100,000.00	25,800.00		25,800.00	
Stamford	30,000.00	29,800.00		29,800.00	
*Thorold	30,000.00				
*West Oxford	30,000.00				
York	500,000.00	480,570.00		471,720.00	
	1,125,000.00	880,748.26		864,898.26	
Total of	$ c.	$ c.	$ c.	$ c.	$ c.
Cities	5,125,000.00	4,011,983.62	183,738.33	4,046,571.95	200,000.00
Towns	3,809,000.00	2,515,477.52	67,865.75	2,576,113.27	103,100.00
Villages	635,000.00	359,809.00	4,770.00	356,829.00	
Townships	1,125,000.00	880,748.26		864,898.26	
Grand Total	10,694,000.00	7,768,018.40	256,374.08	7,844,442.48	303,100.00

*Municipalities marked thus have not erected houses under the provisions of "The Ontario Housing Act, 1919."

†Municipalities marked thus have also come under the provisions of "The Municipal Housing Act, 1920." For particulars as to the work done under the latter Act, see information given under the heading of each municipality.

BEAVERTON

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Over six rooms, brick veneer	$3,500
		$3,500

BEAVERTON

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
2	Six roomed, brick veneer	$7.000
		$7.000

BRAMPTON

Houses Erected

"The Ontario Housing Act. 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, solid brick	$4,000
		$4.000

COCHRANE

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, frame clapboard finish	$3,100
1	Over six rooms, frame clapboard finish	3,000
2	Over six rooms, solid brick	8.000
4		$14.100

ETOBICOKE

Houses Erected

"The Ontario Housing Act. 1919"

No. of Houses 1921		Loans 1921
11	Six roomed, solid brick	$47,000
		$47.000

FORD CITY

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
1	Five roomed, frame clapboard finish	$3,500
3	Five roomed, solid brick	13,000
18	Six roomed, solid brick	75,500
2	Over six rooms, solid brick	9,000
24		$101,000

GALT

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Over six rooms, brick veneer	$3,500
		$3,500

GEORGETOWN

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Four roomed, frame clapboard finish	$3,000
2	Five roomed, frame clapboard finish	7,700
1	Six roomed, brick veneer	4,000
1	Over six rooms, brick veneer	4,000
1	Over six rooms, solid brick	4,000
6		$22,700

Two loans have been approved amounting to $6,750, but the houses have not yet been erected.

HAMILTON

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
10	Six roomed, solid brick	$39,700
		$39.700

LEAMINGTON

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
4	Six roomed, frame clapboard finish	$14,000
		$14.000

In addition to the above a loan for $3,500 was approved in 1920 for a house which is not yet erected.

LISTOWEL

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
2	Six roomed, frame clapboard finish	$6,000
1	Over six rooms, solid brick	4,000
3		$10,000

In addition to the above a loan of $3.000 was approved in 1920 for a house which is not yet erected.

LONDON

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, solid brick	$4,500
		$4.500

LONDON

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
2	Four roomed, frame clapboard finish	$5,850
2	Five roomed, frame clapboard finish	7.000
18	Five roomed, brick veneer	74,770
1	Six roomed, frame clapboard finish	3.000
21	Six roomed, brick veneer	84,000
1	Six roomed, solid brick	4,500
45		$179,120

MERRITTON

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, frame clapboard finish	$3.000
		$3,000

MILTON

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, solid brick	$4.000
		$4,000

MIMICO

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, solid brick	$4,500
		$4.500

NIAGARA FALLS

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
1	Five roomed, frame clapboard finish	$2,700
2	Five roomed, brick veneer	6,460
8	Six roomed, frame clapboard finish	27,100
8	Six roomed, brick veneer	30,900
2	Over six rooms, brick veneer	8,500
21		$75.660

OTTAWA

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
18	Six roomed, frame clapboard finish	$72,000
2	Six roomed, brick veneer	8,000
20		$80,000

POINT EDWARD

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, frame clapboard finish	$3,500
		$3.500

PORT COLBORNE

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, brick veneer	$4.000
1	Over six rooms, brick veneer	4,000
2		$8,000

SANDWICH

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Five roomed, solid brick	$4,000
1	Six roomed, frame clapboard finish	3,200
1	Six roomed, brick veneer	3,600
1	Six roomed, solid brick	4,000
4		$14,800

SARNIA

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Five roomed, frame clapboard finish	$3,500
1	Five roomed, solid brick	4,000
2		$7,500

SARNIA

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
2	Five roomed, frame clapboard finish	$7,000
24	Six roomed, frame clapboard finish	84,000
1	Over six rooms, brick veneer	4,000
1	Over six rooms, solid brick	4,500
28		$99,500

SCARBOROUGH TOWNSHIP

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Five roomed, frame clapboard finish	$3,000
		$3,000

SMITH'S FALLS

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, solid brick	$4,000
		$4,000

ST. CATHARINES

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Five roomed, frame clapboard finish	$3,200
		$3,200

STAMFORD TOWNSHIP

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
2	Four roomed, frame clapboard finish	$ 3,900 00
4	Five roomed, frame clapboard finish	11,381 00
7	Six roomed, frame clapboard finish	25,158 66
2	Six roomed, brick veneer	8,500 00
15		$49,439 66

STRATFORD

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
3	Six roomed, brick veneer	$9,400
		$9,400

Two of the above houses are being constructed by The Classic Housing Company, Ltd.

STURGEON FALLS

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, frame clapboard finish	$3,500
		$3,500

SUDBURY

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
1	Four roomed, frame clapboard finish	$3,000
1	Six roomed, frame clapboard finish	3,000
10	Six roomed, brick veneer	38,500
1	Six roomed, solid brick	4,500
6	Over six rooms, brick veneer	21,500
5	Over six rooms, solid brick	22,500
24		$93,000

Of the above houses erected in 1921, twenty are detached, and four are semi-detached.

THOROLD

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
2	Five roomed, frame clapboard finish	$6,500
		$6,500

TILBURY

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
2	Six roomed, solid brick	$7,000
1	Over six rooms, solid brick	3,500
3		$10,500

WALKERVILLE

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
4	Six roomed, solid brick	$18,000
		$18,000

WALKERVILLE

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
1	Five roomed, brick veneer	$3,000
1	Over six rooms, brick veneer	3,000
7	Over six rooms, solid brick	31,500
9		$37,500

WELLAND

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, brick veneer	$3,000
1	Six roomed, solid brick	4,000
2		$7,000

WHITBY

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Over six rooms, brick veneer	$3.600
1		$3.600

WINDSOR

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, frame clapboard finish	$3,000
2	Six roomed, solid brick	8,000
1	Over six rooms, solid brick	4.000
4		$15,000

In addition to the above, loans amounting to $200.000 have been approved for houses which are not yet erected.

WINDSOR

Houses Erected

"The Municipal Housing Act, 1920"

No. of Houses 1921		Loans 1921
5	Five roomed, frame clapboard finish	$17,500
6	Five roomed, brick veneer	24,000
54	Five roomed, solid brick	243,000
10	Six roomed, frame clapboard finish	35,000
33	Six roomed, brick veneer	132.000
41	Six roomed, solid brick	184,500
149		$636.000

YORK TOWNSHIP

Houses Erected

"The Ontario Housing Act, 1919"

No. of Houses 1921		Loans 1921
1	Six roomed, frame clapboard finish	$3.000
20	Six roomed, solid brick	77,650
1	Over six rooms, brick veneer	3,500
1	Over six rooms, solid brick	4.000
23		$88,150

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7. Projected water and sewerage systems ..... Plan 7
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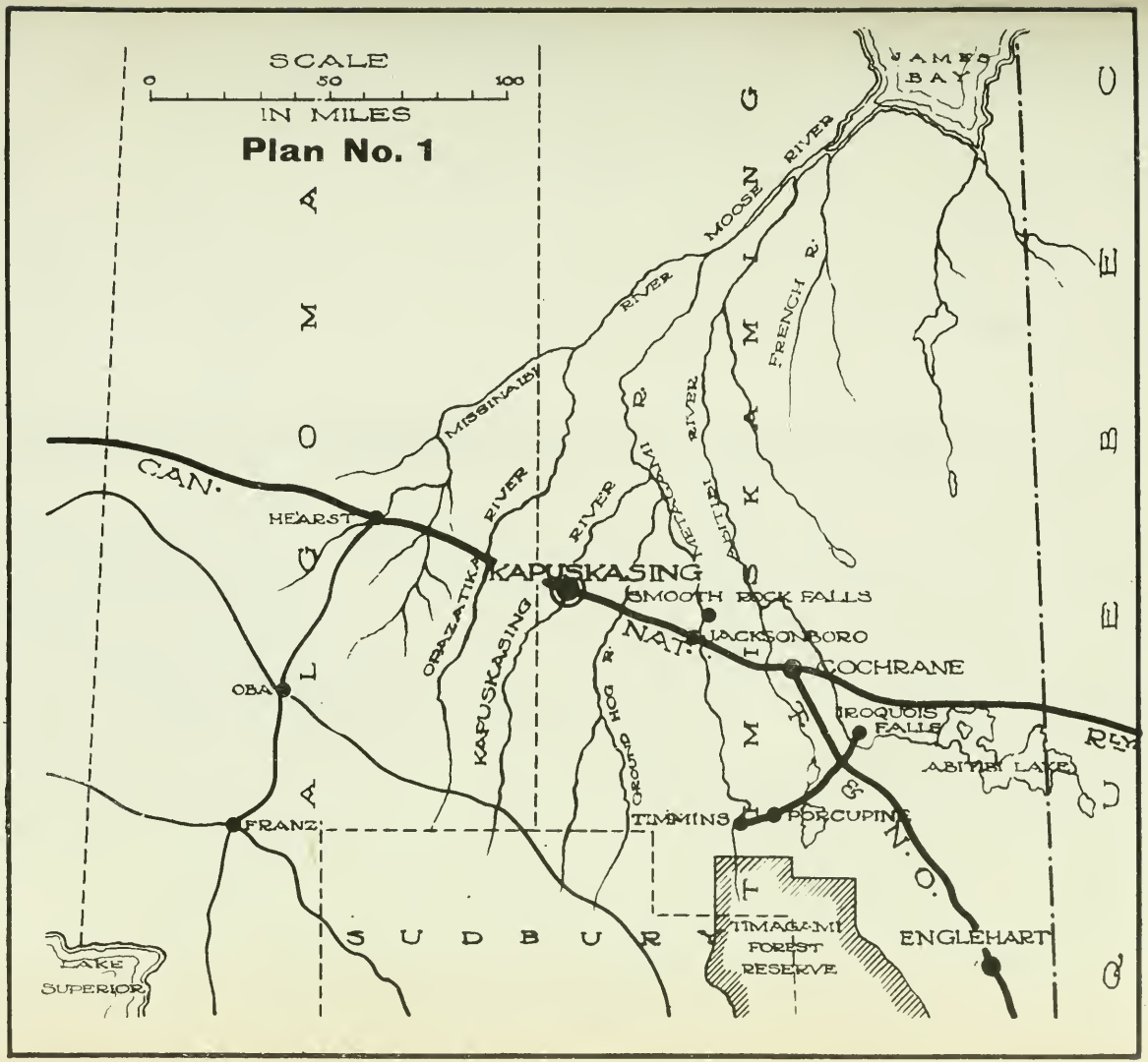
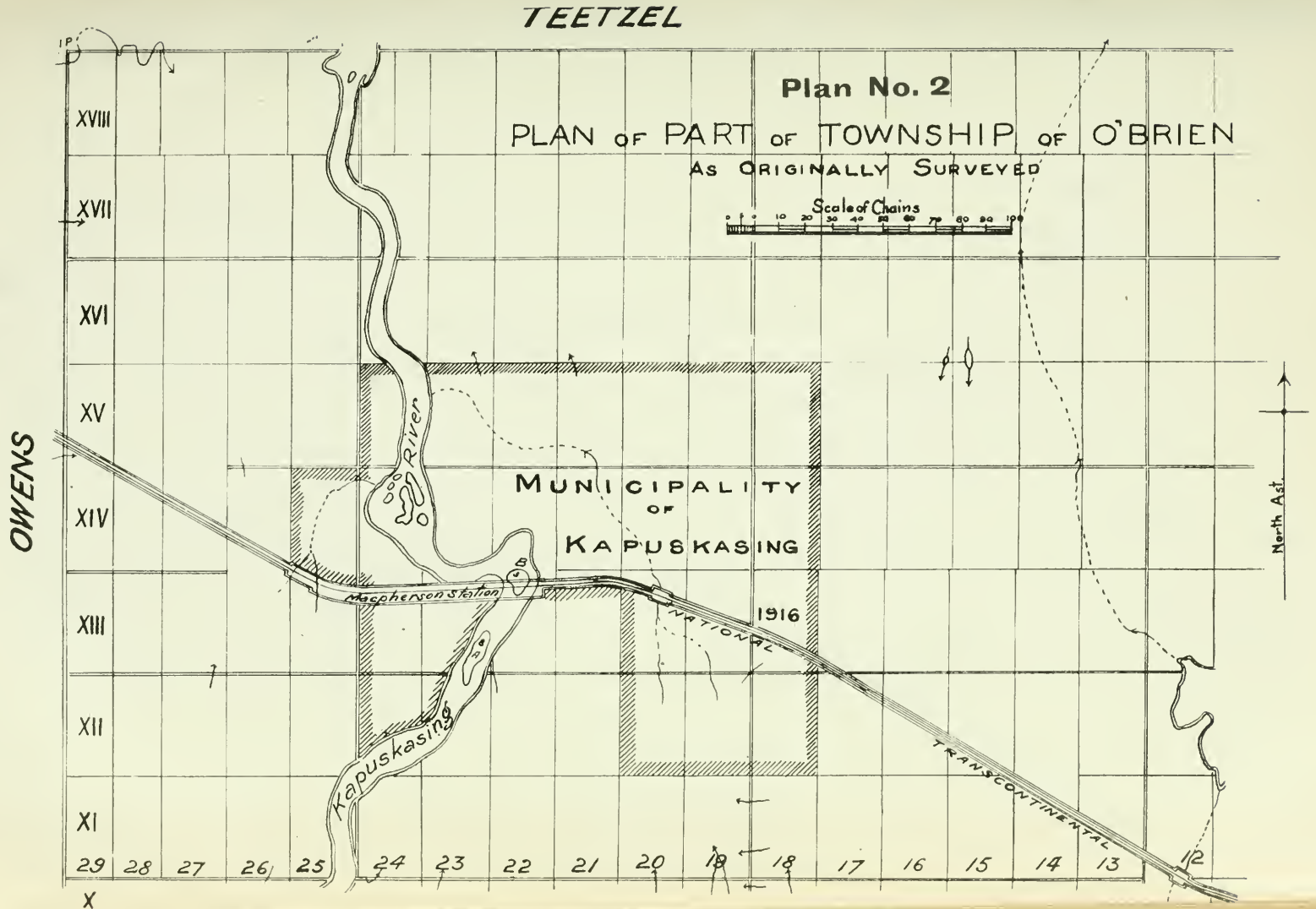
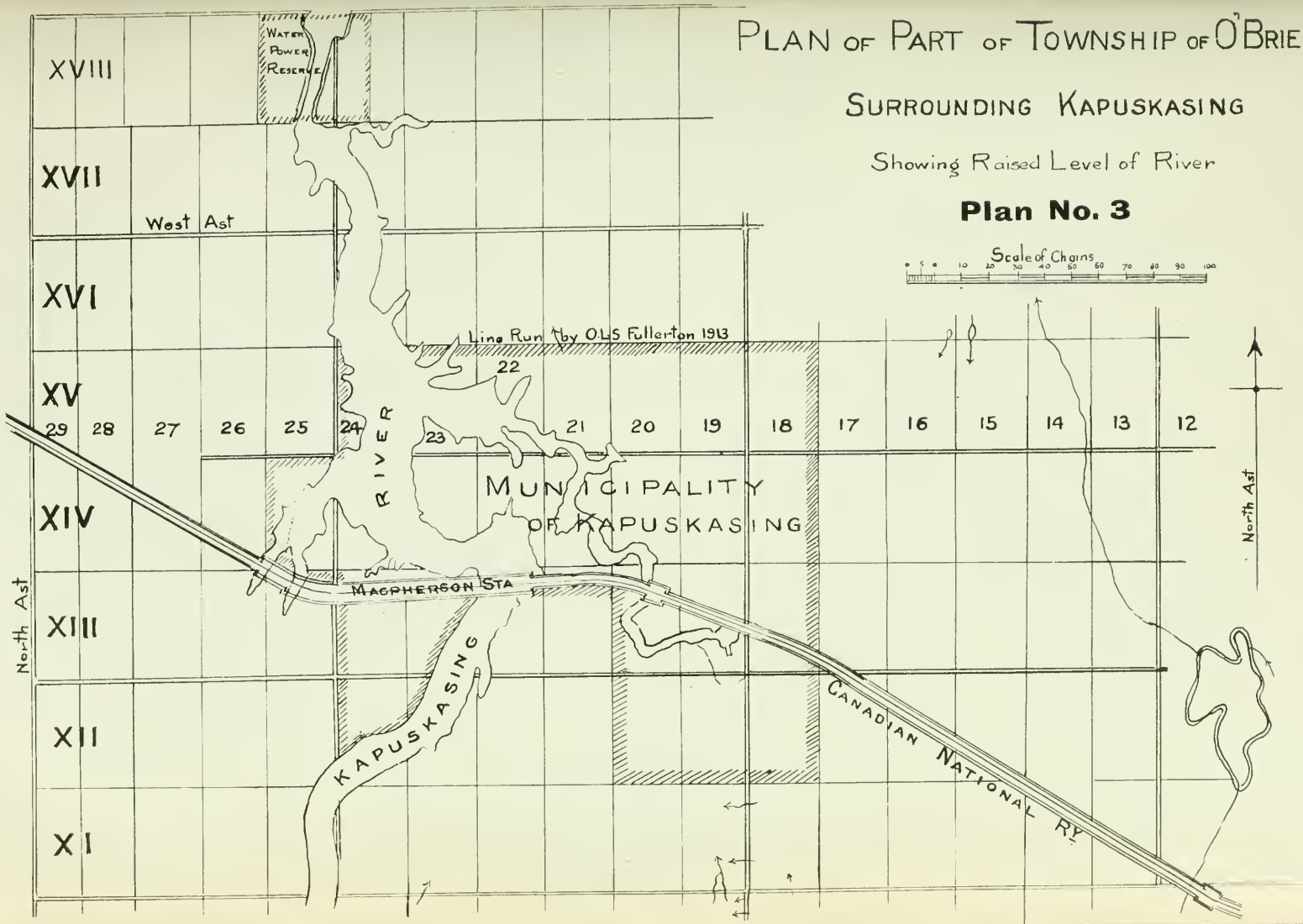
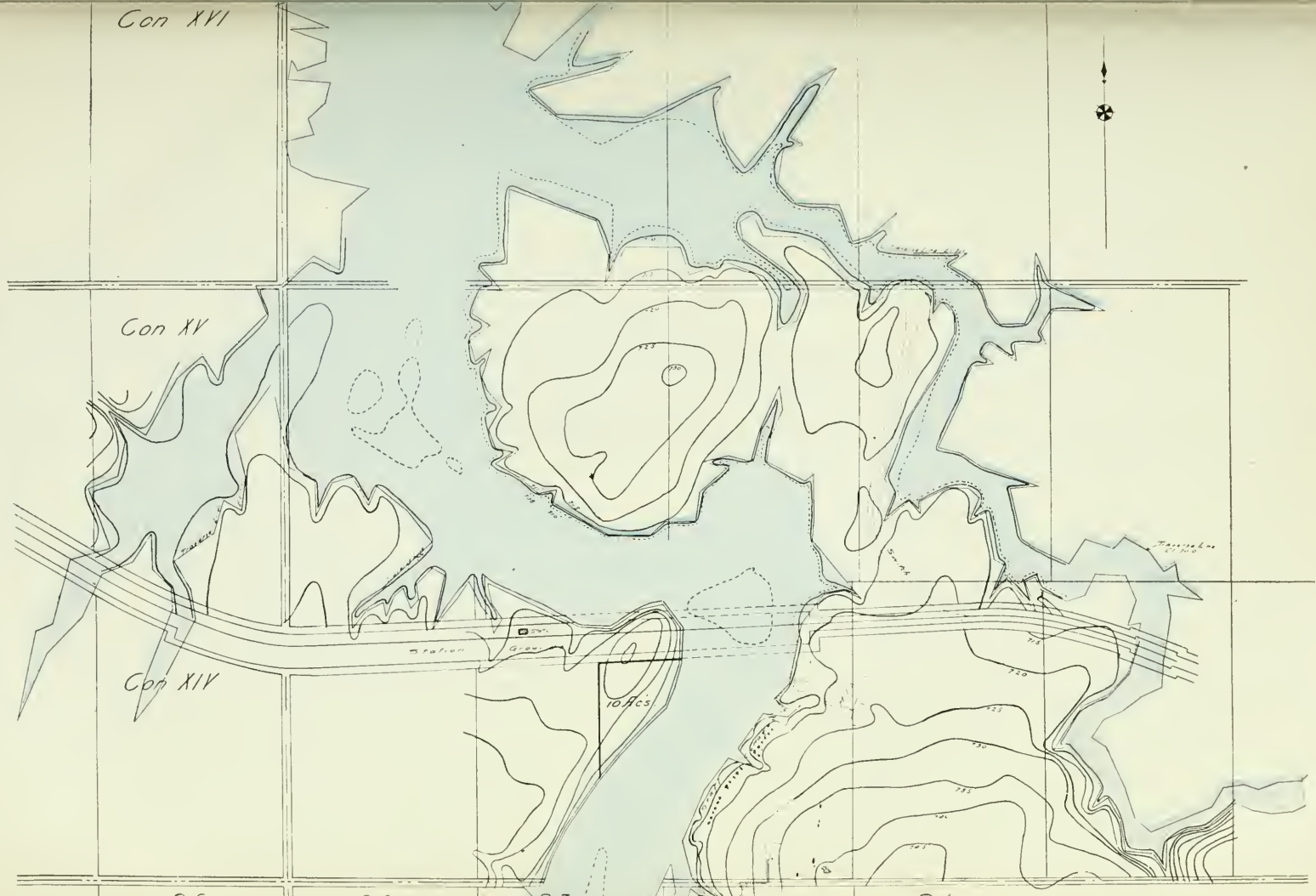
10. General plan showing residential districts in conformity with section 339a of The Municipal Act ..... Plan 10
11. General plan showing lots reserved for Housing Commission ..... Plan 11


SCALE
0 50 100
IN MILES
Plan No. 1
JAMES BAY
MOOSE RIVER
FRENCH R.
MISSINAIBI RIVER
MISSINAIBI R.
MATTAGAMI RIVER
CAN.
HEARST
KAPUSKASING
SMOOTH ROCK FALLS
JACKSONBORO
COCHRANE
NAT.
OBA
ORAZATIKA
KAPUSKASING
HOG R.
IROQUOIS FALLS
ABITIBI LAKE
FRANZ
TIMMINS
PORCUPINE
T. & N.O.
SUDBURY
TIMAGAMI FOREST RESERVE
ENGLEHART
LAKE SUPERIOR

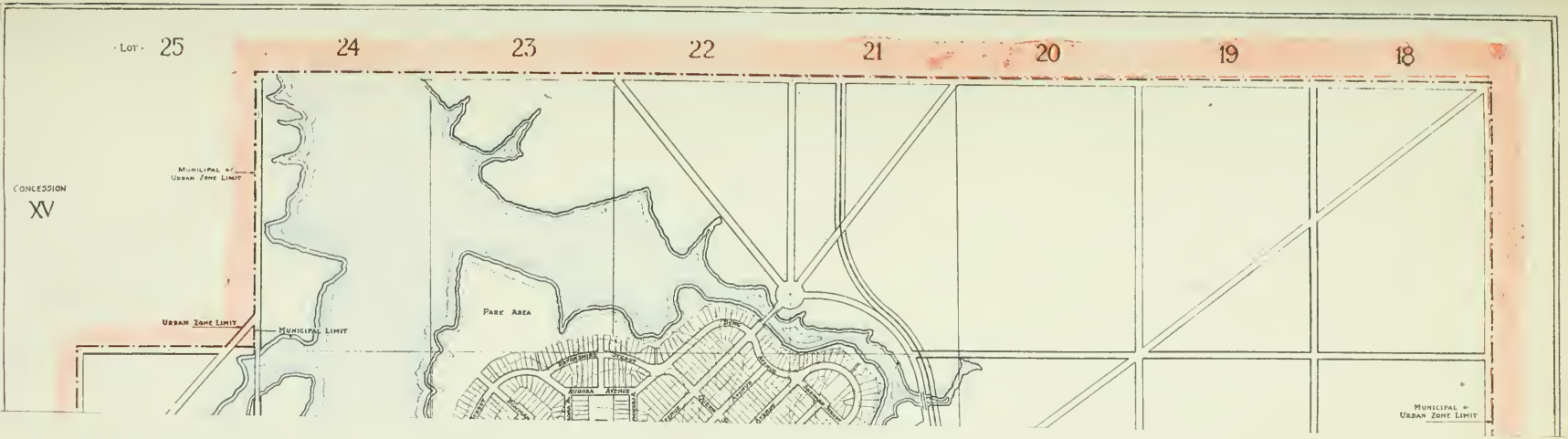

TEETZEL
Plan No. 2
PLAN OF PART OF TOWNSHIP OF O'BRIEN
AS ORIGINALLY SURVEYED
Scale of Chains
0 10 20 30 40 50 60 70 80 90 100
OWENS
XVIII
XVII
XVI
XV
XIV
XIII
XII
XI
X
29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12
MUNICIPALITY OF KAPUSKASING
1916
Kapuskasing River
Macpherson Station
TRANSCONTINENTAL
TRANSCONTINENTAL
North Ast.


PLAN OF PART OF TOWNSHIP OF O'BRIEN
SURROUNDING KAPUSKASING
Showing Raised Level of River
Plan No. 3
Scale of Chains
0 5 10 20 30 40 50 60 70 80 90 100
XVIII
XVII
XVI
XV
XIV
XIII
XII
XI
WATER POWER RESERVE
West Ast
Line Run by O.L.S Fullerton 1913
22
23
21
20
19
18
17
16
15
14
13
12
29
28
27
26
25
24
RIVER
MUNICIPALITY OF KAPUSKASING
MACPHERSON STA
KAPUSKASING
CANADIAN NATIONAL RY
North Ast
North Ast

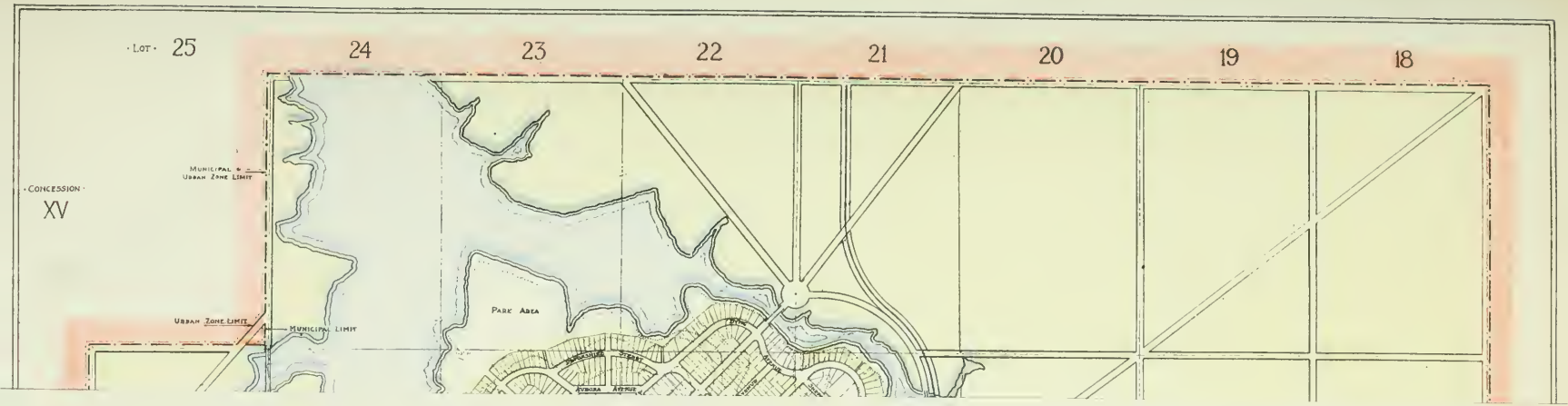


Topographic plan of the Townsite of Kapuskasing and adjacent areas.

Plan No. 4


LOT
25
24
23
22
21
20
19
18
CONCESSION
XV
MUNICIPAL or URBAN ZONE LIMIT
URBAN ZONE LIMIT
MUNICIPAL LIMIT
PARK AREA
AURORA AVENUE
MUNICIPAL or URBAN ZONE LIMIT

Lot 25
24
23
22
21
20
19
18
XV
XIV
XIII
XII
Kapuskasing River
Dominion Experimental Farm
Spruce Falls Co Ltd
Canadian National Railway
Municipal Limit
Urban Zone Limit
LEGEND:
Permanent Business Development
Temporary Business Development
Industrial Business Development — Including Apartment and Boarding Houses Etc.
General Plan of Town of
KAPUSKASING · ONTARIO
Showing Commercial and Industrial Districts
Plan No. 8
Scale in Feet
0 400 800 1200 1600
Planned by
W.E. Haggs & A.V. Hall
Landscape Architects & Engineers
Arthur M. Kruse — Associate
Toronto · Ontario


LOT 25
24
23
22
21
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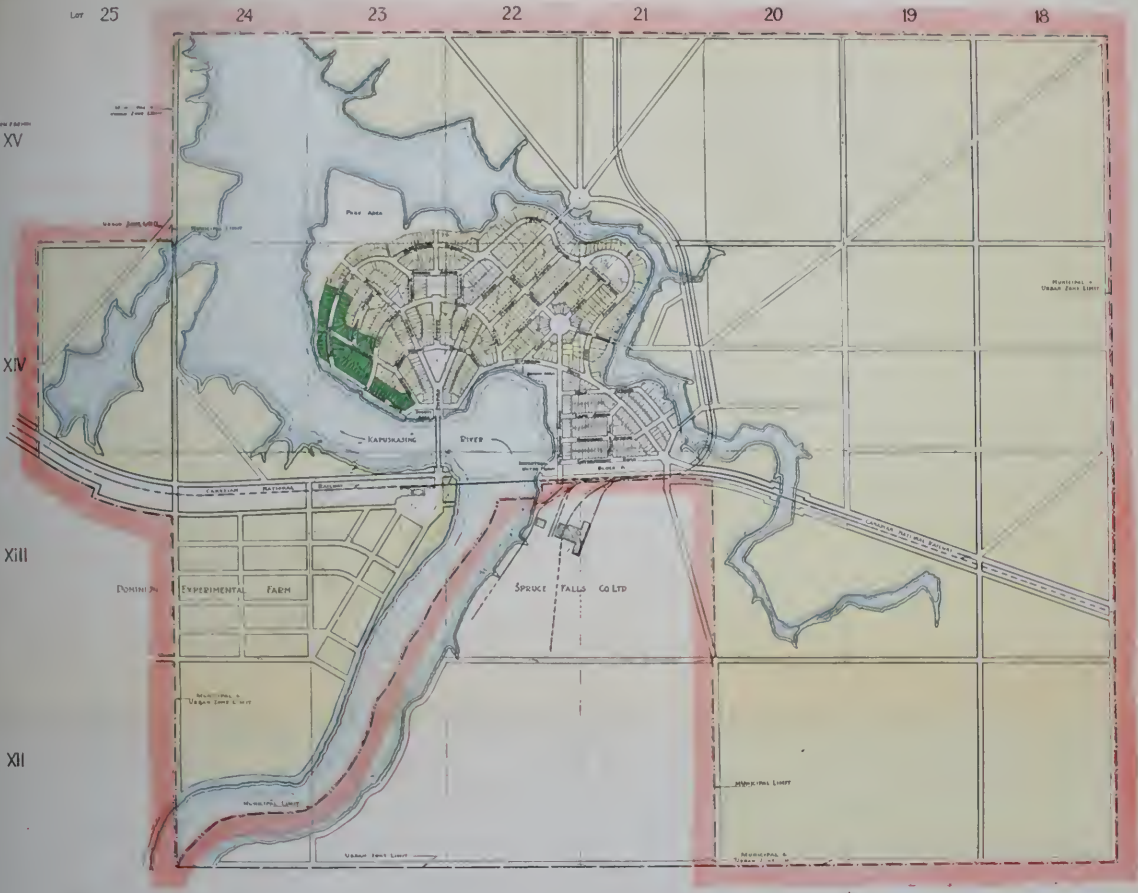
19
18
CONCESSION
XV
MUNICIPAL & URBAN ZONE LIMIT
URBAN ZONE LIMIT
MUNICIPAL LIMIT
PARK AREA
AURORA AVENUE



LEGEND:

AREA RESTRICTED TO RESIDENCES OF SOLID CONSTRUCTION

AREA RESTRICTED TO RESIDENCES OF ANY CONSTRUCTION PERMITTED BY BUILDING BY-LAW

GENERAL PLAN OF TOWN OF

KAPUSKASING · ONTARIO

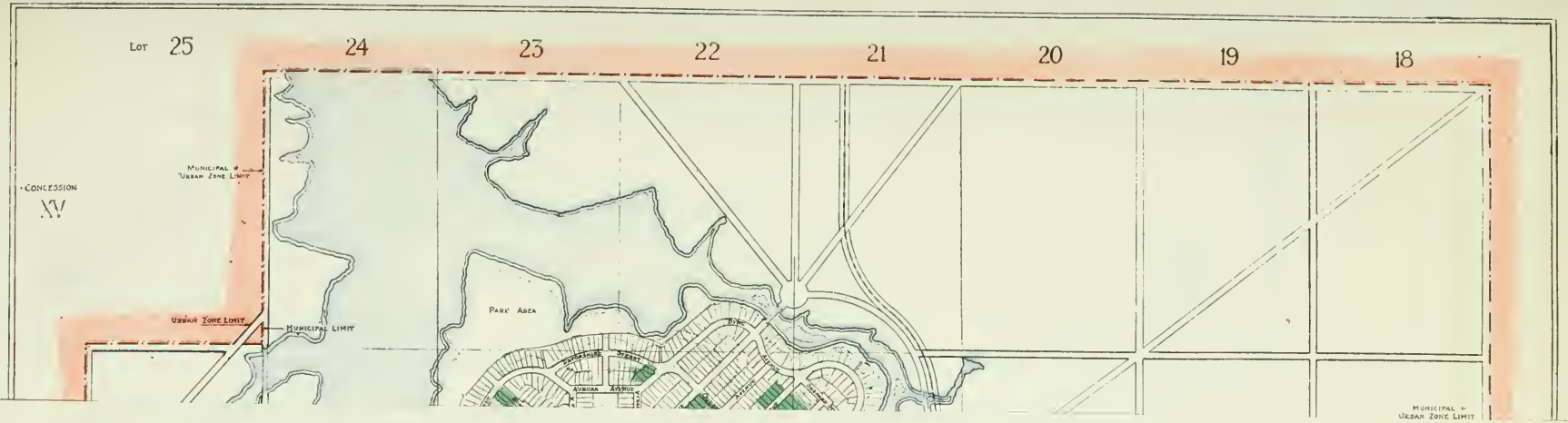
SHOWING RESIDENTIAL DISTRICTS

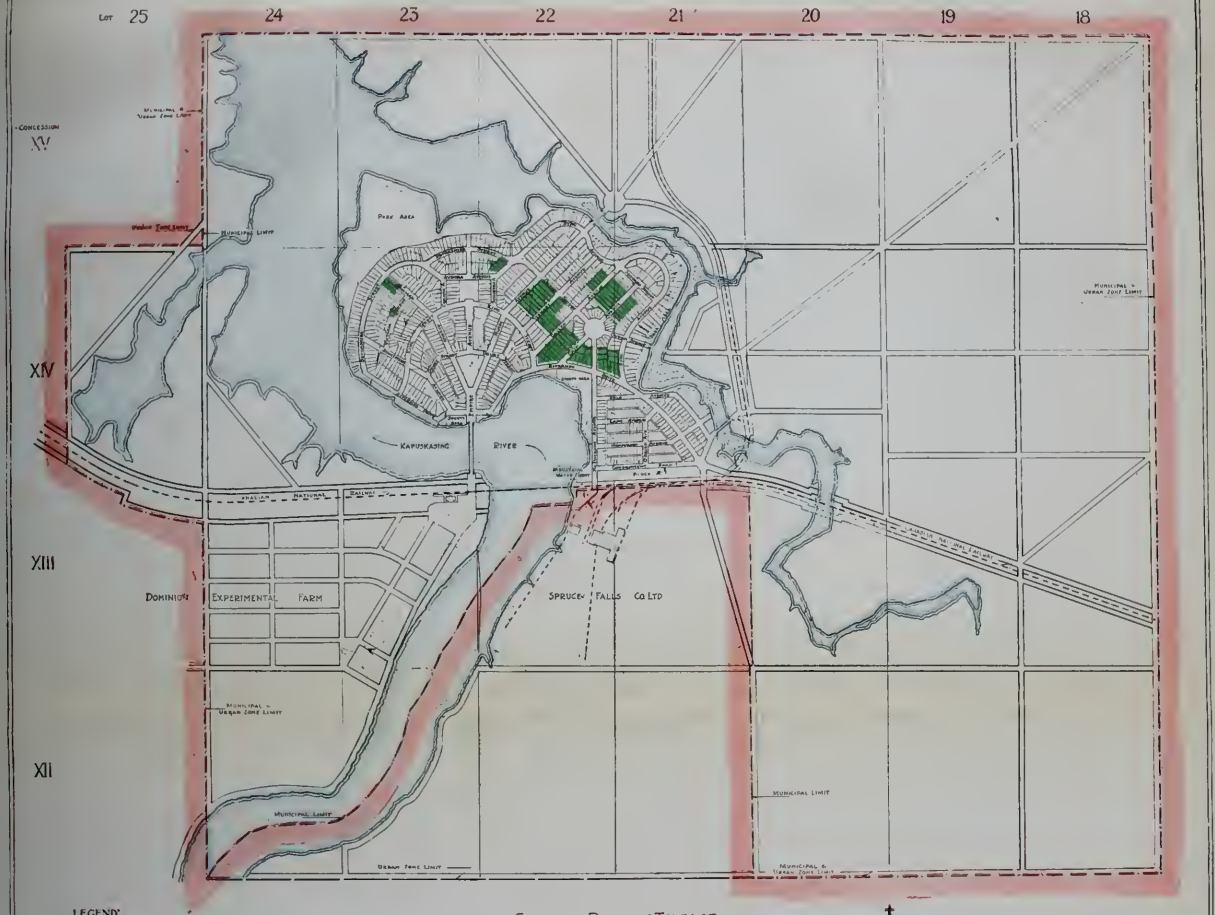
IN CONFORMANCE WITH SECTION 399A OF THE MUNICIPAL ACT

SCALE IN FEET

0 500 1000 2000 4000

Plan No. 10


Lot 25
24
23
22
21
20
19
18
Concession XV
Municipal & Urban Zone Limit
Urban Zone Limit
Municipal Limit
Park Area
Bayview
Bayview Drive
Street
Aurora Avenue
Municipal & Urban Zone Limit



LEGEND:

100 LOTS ARE TO BE RESERVED FOR THE HOUSING COMMISSION

GENERAL PLAN OF TOWN OF

KAPUSKASING · ONTARIO

SHOWING LOTS RESERVED FOR THE HOUSING COMMISSION

Plan No. 11

SCALE IN FEET

0 400 800 1200 1600

PLANNED BY
W. E. HARRISON & A. V. HALL
LANDSCAPE ARCHITECTS & ENGINEERS
ARTHUR M. KRUSE ASSOCIATE
TORONTO ONTARIO

TWENTIETH ANNUAL REPORT

OF THE

Temiskaming and Northern Ontario Railway Commission

ONTARIO GOVERNMENT RAILWAY

Hon. E. C. Drury, Premier

For the Year Ended October 31st

1921

Printed by Order of

THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO

Printed and Published by CLARKSON W. JAMES, Printer to the King's Most Excellent Majesty, 1922.

Hon. E. C. Drury,

Prime Minister and President of the Council,
Toronto.

Sir,—I have the honour, by direction, to submit herewith the Twentieth Annual Report of the Temiskaming and Northern Ontario Railway Commission for the fiscal year ended October 31st, 1921.

I have the honour to be, Sir,

Your obedient servant,

W. H. MAUND,
Secretary-Treasurer.

To His Honour, F. W. Cockshutt,

Lieutenant-Governor of the Province of Ontario.

May it Please Your Honour:

The undersigned has the honour to present to your Honour the Twentieth Annual Report of the Temiskaming and Northern Ontario Railway Commission for the fiscal year ended October 31st, 1921.

Respectfully submitted,

E. C. DRURY,
Prime Minister and President of the Council.

REVIEW OF FISCAL YEAR, 1921

The business of the railway during past fiscal year has been satisfactory as a whole, considering the period of universal depression and readjustment experienced by industries throughout the country, and the consequent restrictions of traffic to carriers.

During the first six-month period of the year the freight earnings were particularly good, due largely to the increased export of pulpwood, forest products and western shipments. These decreased in volume during the early summer, when requirements returned to normal conditions. with none too active markets. The total revenue tonnage carried in 1921 was 1,298,405 net tons, of which 51% was represented by forest products, as compared with 1,361,185 in 1920, a decrease of 62,879 tons equal to 4.6%. Passenger service, however, increased from 609,879 passengers carried in 1920 to 685,928 in 1921, an increase of 76,049 equal to 12.5%. Statistical statements appended show that Commission's gross operating revenue in 1921 exceeded that of 1920 by $592,071.41 or 14.48%, while gross operating expenditures exceeded 1920 by $477,423.10 or 12.9%. The increase in expenditures is accounted for by heavy outlay in track and equipment maintenance, deemed advisable by Commission, to keep roadbed up to highest standard of efficiency and safety in operation. The principal items under these headings were tie renewals $167,414.97, rail renewals $127,141.97, track material $36.556.38, and ballasting and surfacing $307,824.51, repairs to freight cars $117,485.70, locomotive retirements $44.444.20, representing a combined cost of $800,867.73, exceeding expenditures under same headings in 1920 by approximately $255,000.00. Transportation charges in 1921 exceeded those of 1920 by approximately $346,000.00, due to increased train mileage and consequent increase in fuel consumption and train crew cost, and the application of U. S. War Board Wage Agreement No. 147—adopted by all Canadian Railways—involved an additional $35,000.00 in wage payments. The excess train mileage was 36,396 miles, equal to 3%, and the increased locomotive mileage approximated 53,000 miles or 3.4%, while the average cost of fuel per ton, increased from $7.40 in 1920 to $8.85 in 1921, or an added cost of $184,337.54.

Therefore, it will be readily seen that the net earnings decrease of $110,000.00 in 1921 as compared with preceding year, was occasioned by Commission's determined policy of road improvement and several items of uncontrollable expenses above referred to, augmented by the decrease in ore royalties from $57,296.28 in 1920 to $1,320.33 in 1921.

During the present year, Commission installed the "Booster" principle to several of its Mikado and Pacific type locomotives, and this automatic auxiliary engine fully demonstrated its efficiency by establishing an average increase of 10 per cent. in tractive power, with easier operation of heavy freight and passenger train movement. Incidentally it may be recorded that the T. & N. O. Railway was the first road in Canada to adopt this system.

Insurance has been carried to the extent of $2,541,595.00 on Commission's property, and the rate, which is the lowest obtained for some considerable time, is effective for a further period of two years from December 1st, 1921.

Government sanction to the extension of the road from Cochrane to James Bay has enabled Commission to ask for sealed tenders for the construction of first seventy miles, such tenders to be returnable on or

before January 9th, 1922. This is a further step in a great undertaking of much importance to the Province of Ontario and Canada in general, and with a prospective part at tide-water, the importance of the road will be fully demonstrated as a factor in developing the potential mineral, agricultural and forest wealth of Northern Ontario. On the completion of the first extension to Oil Can Portage, approximately 70 miles—sufficient water powers will be available to electrify the entire system of the road from Moose Factory to North Bay, with enough power in reserve to permit of the successful undertakings of those industries that may naturally be expected to follow the opening up of a new country. At the confluence of the Moose, Abitibi and Mattagami Rivers, the possibilities of the establishment of pulp mills are pronounced, as these three great streams dominate the vast pulpwood areas for at least ninety miles inland, without a single rapid or waterfall of sufficient importance to interfere with the successful driving of logs to any extent desired.

Between Moose Factory and Cochrane, there is room and opportunity for other pulp industries and material in abundance. Supplementing the forest wealth and adjacent to the proposed route lies one of the largest and finest deposits of pottery clay on the continent, and gypsum is found in wide and varied deposits within close proximity to the road. Oil indications through seepage, etc., etc., point to the possibility of oil deposits underlying the Devonian formation, which covers hundreds of square miles. In addition, it is estimated that the Belcher islands on the east coast of Hudson Bay contain iron ore in enormous quantities, assaying extremely high in natural metallic iron with low phosphorous and sulphur content. The vast possibilities contingent upon the completion of the railway are too varied for present review, and will develop only as the road progresses.

In conclusion, the railroad is in excellent financial and physical condition and its future prospects are of the brightest.

GEO. W. LEE,
Chairman

COMPARATIVE STATEMENT OF EARNINGS AND EXPENDITURES AND RESULT OF OPERATION, FISCAL YEARS 1921 AND 1920

	1921	1920
REVENUE		
Revenue from transportation	$4,498,159 60	$3,926,044 92
Revenue other than transportatioon	182,455 82	162,499 09
	$4,680,615 42	$4,088,544 01
OTHER INCOME		
Ore royalties	$1,320 33	57,296 28
Rent from joint facilities	20,672 62	19,728 22
Lease of road	11,010 82	12,271 36
All other income	1,604 87	3,111 64
	$34,608 64	$92,407 50
GROSS INCOME	$4,715,224 06	$4,180,951 51
EXPENDITURES		
Maintenance of way and structures	$960,483 34	$813,763 46
Maintenance of equipment	735,799 62	770,627 57
Traffic	25,120 34	21,666 17
Transportation	2,233,312 72	1,887,417 25
Miscellaneous operations	58,874 00	61,927 43
General	152,418 44	133,328 85
Transportation for investment (Cr.)	586 09	731 15
	$4,165,422 38	$3,687,999 28

OTHER EXPENDITURES		
Rent equipment	$341,234 78	$184,733 38
Rent of joint facilities	3,337 38	3,458 50
Interest and exchange	23,450 63	5,918 12
	$368,022 79	$194,110 00
GROSS EXPENDITURES	$4,533,445 17	$3,882,109 28
NET EARNINGS	$181,778 89	$298,842 23

Operating expenses amount to 89% of gross earnings, and net earnings equal 4.08% in 1921, fiscal year, compared with 90.2% and 7.3% respectively in 1920.
Total operating revenue 1921 exceeds 1920 by $592,071.41, equal to 14.48%.
Total operating expenses 1921 exceed 1920 by $477,423.10, equal to 12.9%.

1921 gross earnings per mile of operated road	$14,248 44
1921 gross expenditures per mile of operated road	12,608 13
1920 gross earnings per mile of operated road	12,446 07
1920 gross expenditures per mile of operated road	11,226 79
1921 net earnings per mile of operated road	553 36
1920 net earnings per mile of operated road	909 71

INSURANCE—FIRE

During the year, fire insurance has been maintained on Commission's property to the extent of $2,541,595.00 valuation under the following headings:

BUILDINGS AND CONTENTS

Division No. 1—Buildings	$304,730 00	
Division No. 1—Contents	158,900 00	
Division No. 2—Buildings	155,700 00	
Division No. 2—Contents	38,400 00	
Kerr Lake Branch—Buildings	600 00	
Kerr Lake Branch—Contents	100 00	
Charlton Branch—Buildings	7,100 00	
Charlton Branch—Contents	1,300 00	
Porcupine Branch—Buildings	81,700 00	
Porcupine Branch—Contents	23,200 00	
Elk Lake Branch—Buildings	19,100 00	
Elk Lake Branch—Contents	4,700 00	
Nipissing Central—Buildings	12,325 00	
Nipissing Central—Contents	23,140 00	
		$830,995 00

BRIDGES AND TRESTLES

Division No. 1	$4,650 00	
Division No. 2	9,000 00	
Kerr Lake Branch	5,000 00	
Charlton Branch	10,150 00	
Porcupine Branch	12,050 00	
Elk Lake Branch	12,400 00	
		53,250 00

FREIGHT

Merchandise in transit	$250,000 00	
		250,000 00

ROLLING STOCK

Properties of other companies	$200,000 00	
Locomotives and tenders	259,000 00	
Passenger equipment	316,700 00	
Freight equipment	406,200 00	
Work equipment	160,650 00	
Electric railway equipment	64,800 00	
		1,407,350 00
		$2,541,595 00

AUDITOR'S REPORT

EDWARDS, MORGAN & CO.
Chartered Accountants

Toronto, Ont., January 13th, 1922.

George W. Lee, Esq., Chairman,
Temiskaming and Northern Ontario Railway Commission,
North Bay, Ontario.

Dear Sir:—

Acting under instructions from the Commissioners, we have conducted an audit of the Treasurer's Accounts for the year ending October 31st, 1921.

We find that all Receipts have been properly accounted for, and satisfactory vouchers produced to cover all Disbursements. We have checked the Balances in the hands of the Treasurer and find them to be correct.

Our audit has included an examination of the entire accounting system and, as a result recommendations were made, and acted upon, which we believe will provide necessary safeguards, and increased efficiency in the Accounting Department.

The accounts of the Treasurer are in good order and well kept. All information asked for has been cheerfully given. We also wish to acknowledge the courtesies of the Commission and its employees at all times.

Yours very truly,
EDWARDS, MORGAN & CO.

ANNUAL REPORT—LEGAL DEPARTMENT, 1921

Litigation

At the close of the financial year, there was only one action pending in which the Commission was Plaintiff, namely: T. & N. O. vs. Abitibi Power and Paper Co., Limited. This is an action arising out of an accident on the siding of the Abitibi Company at Iroquois Falls. The Commission claims indemnity from the Company under the terms of a siding agreement in respect of money paid out in settlement of two claims made against the Commission as a result of the accident in question. The Company disputes liability, and seeks to have the siding agreement reformed. The action is still standing for trial.

The only action in which the Commission was Defendant was Legault vs. T. & N. O. That was an action for damages, arising out of a collision between the Plaintiff's automobile and a train of the Commission during shunting operations at a level crossing near Englehart. A satisfactory settlement was made before the action came on for trial.

Matheson Fire Arbitration

The Board of Arbitrators appointed to determine the questions in this arbitration as finally constituted were: His Honor Judge Denton, J. M. Ferguson, K.C., and Wm. Milne. Sittings of the Board were held at Matheson, North Bay and Toronto respectively, and some eighty-five witnesses in all were heard. After reserving judgment for some time the majority of the arbitrators, consisting of His Honor Judge Denton and J. M. Ferguson, K.C., delivered an interim award in which Mr. Milne, the arbitrator appointed on behalf of the Commission, refused to concur. The majority of the arbitrators found that there were two fires which contributed to the destruction of Matheson—one a fire emanating from the Commission's station grounds, and the other a forest fire which was

raging throughout the Northern country on the day in question. The majority of the arbitrators found that each of these fires destroyed certain buildings in the town, but on the evidence before them they were unable to say what buildings were destroyed by the station grounds fire, and what by the forest fire. They gave leave therefore to each claimant to adduce further evidence to establish that his or her particular building was destroyed by the station grounds fire. As an alternative to hearing further evidence, the majority of the arbitrators recommended that the Commission should pay 40% of the total claims as finally established, less any insurance collected. Mr. Milne later gave a dissenting opinion in which he expressed the view that the town was destroyed entirely by the forest fire, and that the Commission was in no day negligent. An application was made on behalf of the Commission before the Hon. Mr. Justice Rose to set aside the majority interim award on the ground that the arbitrators had not properly answered the questions submitted to them for determination. Mr. Justice Rose made an order referring the whole matter back to the arbitrators for reconsideration, and at the close of the financial year no further sittings of the arbitrators had taken place. The matter, therefore, stands in abeyance for the present.

Damage Claims

As usual a large number of claims have arisen during the year in respect to freight, baggage, etc., lost, destroyed, delayed, mislaid, or damaged; also claims for personal injuries and for horses or other animals killed or injured on the Commission's right-of-way, and claims of passengers for delay. Most of these claims have been adjusted or abandoned, while others are still pending. None have been placed in suit.

Grand Trunk Railway
Grand Trunk Pacific
National Transcontinental Railway

This matter is still standing for adjustment. Meantime a temporary through train service over the Commission's line is being miantained.

North Bay Terminal Facilities

The Grand Trunk Railway is at present being provided with additional terminal facilities at North Bay under temporary arrangement with the Commission. Negotiations for permanent arrangements are still pending.

Railway Tie Contract

Agreement has been entered into with T. S. Woollings and Co., Ltd., for the manufacture and delivery of the Commission's supply of railway ties, lumber and timber on terms satisfactory to the Commission.

News Privileges Cobalt Station

Agreement with the Canada Railway News Company covering the news privileges at Cobalt Station renewed for one year.

News Privileges on Trains

Agreement has been entered into with the Stevens Catering Company, Limited, covering the news privileges on the Commission's trains for a period of one year on terms satisfactory to the Commission.

Agreements, Leases, Contracts, etc.

As usual a large number of agreements, leases, contracts and other documents covering various miscellaneous matters between the Commission and others have been prepared and executed.

NIPISSING CENTRAL RAILWAY

Litigation

At the end of the financial year there were no actions pending in which the Nipissing Central Railway was Plantiff. The action of Mrs. Agnes Andresimitz for damages for personal injuries came on for trial at Haileybury before a Judge and jury. The jury brought in a verdict in favor of the Company, and the action was accordingly dismissed. The only action pending at the end of the financial year in which the Company was defendant is one brought by one. Bigelow, for damages for injuries to an automobile caused by collision at Lang Street Crossing, Cobalt. Liability is disputed and the action is standing for trial.

Damage Claims

A number of claims including some for personal injuries were made during the year. Some have been settled and others abandoned, and, save as mentioned above, in no case, has a writ been issued.

Increase in Fares

During the year an application was made to the Dominion Railway Board for leave to increase passenger fares on the Company's Railway. A sitting of the Board was held at Haileybury, at which evidence was heard on behalf of the Company and the various municipalities opposing the increase. After reserving judgment, the Board made an order authorizing the Company to increase its passenger fares temporarily by 20%.

Leases, Agreements, Contracts, Etc.

As usual a number of agreements, contracts, leases and other documents covering various miscellaneous matters between the Company and others, have been prepared and executed.

Miscellaneous

Numerous questions on various subjects affecting the Nipissing Central Railway and the T. & N. O. Railway Commission have arisen during the year calling for the consideration of the Legal Department.

SUPERINTENDENT'S REPORT

I beg to submit the following report of the Transportation, Maintenance of Way and Mechanical Departments of the Temiskaming and Northern Ontario Railway for the fiscal year ending October 31st, 1921.

Time Table Changes

In order to make necessary arrangements to suit summer and winter traffic conditions, Time Table No. 48 was issued January 9th, 1921. Time Table 49 May 1st, 1921, and Time Table No. 50, October 2nd, 1921.

Under these changes, effective May 1st, 1921, trains 46 and 47 were operated daily except Sunday between North Bay and Timmins; these trains running to and from Toronto via G.T.R. Effective same date trains Nos. 3 and 4. "The National," operating between Toronto, Ont., and Winnipeg, Man., routing via North Bay and Cochrane were withdrawn and replaced by Trains Nos. 1 and 2. "The Continental Limited" operating between Montreal, Que., and Vancouver, B.C., routing via North Bay and Cochrane.

Following is summary of train service at present in effect:

Main Line

Trains Nos. 17 and 18 operate daily except Sunday between North Bay and Cochrane. C.P.R. Sleeper handled on these trains making through service between Montreal and Timmins.

Trains Nos. 46 and 47 daily except Sunday between North Bay and Englehart. These trains running to and from Toronto, via G.T.R.

Trains Nos. 1 and 2—"The Continental Limited" operate daily between Montreal, Que., and Vancouver, B.C., via North Bay and Cochrane.

Branch Lines

Elk Lake Branch—Mixed train service daily except Sunday connecting with main line trains.

Charlton Branch—Two mixed trains daily except Sunday in each direction making connections with main line trains.

Iroquois Falls Branch— Four passenges trains daily except Sunday in each direction making connections with main line trains, Sunday—two passenger trains each way—giving through service to and from Timmins and connecting with main line trains.

Porcupine Branch—Three passenger trains daily except Sunday each way between Timmins and Porquis Junction, with one passenger train on Sundays—giving through service to Iroquois Falls and connections with "The Continental Limited" trains Nos. 1 and 2.

Stations Opened and Closed

On September 30th, 1921, Boston Creek Station closed as an Agency point.

On October 5th, 1921, Ramore Station opened as an Agency point.

Maintenance of Way

Mileage operated is as follows:

	Miles	Miles
MAIN LINE		
North Bay to Cochrane		252.29
BRANCH LINES		
Charlton Branch	7.60	
Porcupine and Iroquois Falls	40.11	
Elk Lake Branch	28.50	
		76.21
Nipissing Junction Spur, leased to G.T.R.		2.10
YARDS AND SIDINGS		
Main Line and branches	118.79	
Liskeard Spur	1.12	
Mattagami River Spur	2.96	
		122.87
Double track		1.70
LEASED TO NIPISSING CENTRAL RAILWAY		
Main track	10.45	
Yard tracks and sidings	1.65	
Private sidings	1.80	
		13.90
TOTAL MILEAGE		469.07

Additions

Labor was more plentiful this year than for some time previous with the result that the contemplated betterments to the property were nearly all completed.

North Bay Junction

A new 200 ton Mechanical Coaling Plant of frame construction was erected and the necessary additions and changes made to the sidings to serve the plant.

A switch and short length of track was put in for a connection to the new entrance to the C.N.R. Station.

The improvements to the north end of the yard, under construction at the close of the last fiscal year, have been completed.

A small addition of brick construction was made to the machine shop for the tinsmith and electric welders.

An extension 50 feet x 30 feet of frame construction was made to the office building to provide accommodation for the Superintendent and Paymaster's staffs.

An addition 45 feet x 30 feet of frame construction was built to the frog repair shop for the Electrical Department.

Trout Mills

A siding 994 feet long was put in for Wm. Milne & Sons in their lumber yard.

Redwater

A side track 800.5 feet long was put in to keep the passing siding clear of cars.

Mileage 57.8

A spur siding 236 feet long was constructed to accommodate lumbering operations in this vicinity.

Temagami

The 50-ton coaling plant, under construction at the close of the last fiscal year, was completed.

Mileage 110.5

A spur siding 310 feet long was put in for the handling of forest products.

New Liskeard

The stock pens were moved to a more suitable location and enlarged.

Auto unloading platforms were also built at this station.

Uno Park

A stock pen 30 feet x 40 feet was built at this station.

Thornloe

A well was drilled by contract for the use of the station and section dwelling and a stock pen erected.

Heaslip

A stock pen 30 feet x 40 feet was built at this station.

Englehart

A new pump house and a new 6 inch wood pipe line from the river to the water tank at the shops is now under construction.

Swastika

A passing siding 1,223 feet long was put in at this station.

Yorkston

The passing siding and the loading siding, under construction at the close of the last fiscal year, were completed.

Wasach

A standard frame shelter station was built at this point.

Porquis Junction

An extension 30 feet x 30 feet in frame construction was made to the south end of the station for a restaurant and increased waiting room

accommodation. The second storey over the waiting room addition is used as a telephone office and living quarters for the restaurant employees.

Niddville

A passing siding 3,387 feet long was put in at this point.

Holland

A spur siding 890 feet long was put in for the handling of forest products.

Cochrane

A 1,000-ton ice house in frame construction was erected and a siding put in for icing cars. A steel gangway was put down one side of the freight shed platform.

A stock pen 30 feet x 40 feet and an auto unloading platform was built near the freight shed.

Elk Lake

An electric driven coal conveyer was installed for coaling engines at this station.

Mileage 1¼—Charlton Branch

The timber trestle is being replaced by a 40 foot deck span, steel bridge on concrete abutments.

Charlton

A stock pen 30 feet x 40 feet was built at this station.

South Porcupine

The Agent's house was raised and plumbing and heating systems installed.

Timmins

A 300-ton Ice House in frame construction was built at this point.

Renewals

The Rail Renewals for the year were as follows—

Mileage 55.2 to 63.0 Main Line—7.8 miles 90 lb. A.R.A.—A. rail
Mileage 102.0 to 104.0 Main Line—2.0 miles 90 lb. A.R.A.—A. rail
Mileage 118.7 to 124.5 Main Line—5.8 miles 90 lb. A.R.A.—A. rail

Total..... 15.6 new rail

There was approximately 35 miles of track ballasted on the second and third districts and embankments widened where necessary where ballasting was done.

Tie Renewals

On Roadmaster's District No. 1 (mileage 1 to 101.9) 78,052 ties were renewed: 87,624 ties on Roadmaster's District No. 2, mileage 101.9 to 178) and Elk Lake and Charlton Branches, and 70,160 ties on Roadmaster's District No. 3 (mileage 178 to Cochrane) and Porcupine and Iroquois Falls Branches.

General Remarks

The Commission's property, including roadbed, track, structures and equipment, has been fully maintained. The report of the Master Mechanic enclosed herewith contains full particulars of the work done during the year by the Mechanical Department. The reports of the Chief and District Surgeons are also enclosed. I take this opportunity of testifying to the loyal and efficient service of officials and employees of the various departments under my jurisdiction.

Respectfully submitted,

W. A. GRIFFIN,
Superintendent.

DISTRICT SURGEONS' REPORTS

H. H. MOORE, M.D., Timmins, Ont.

Below is a report of cases attended among employees and families of the T. & N. O. Railway for the year ending October 31st, 1921:

Bronchitis	1	Lacerations of face and scalp and dislocation of acromio-clavicular joint	1
Boil	1		
Cholecystitis	1		
Cuts	3	Laceration of foot and fracture of metatarsal bones	1
Croup	1		
Ear Wax	1	Miscarriage	2
Fainting	1	Migraine	1
Grippe	5	Myalgia	1
Infected hand	1	Pneumonia	1
Infantile diarrhoea	1	Tumor	1
Indigestion	3	Whooping cough	3
Lacerated leg	1		

Yours very truly,

H. H. MOORE, M.D.

J. G. McKEE, M.D., Elk Lake, Ont.

The year closed without any severe accident occurring on my division. No epidemic of sickness occurred during the year and the sick calls and office consultations were of the usual order.

Calls and office consultations in Elk Lake	148
Calls and office consultations in Osseo	12
Calls to Kenabeek	2
Calls to Earlton	3
Making a total sick calls and office consultations	165

The system of the employees forming their own Association for the care of sick employees has worked out with good success so far as I am aware.

J. G. McKEE, M.D.

J. S. McCULLOUGH, M.A., M.B., New Liskeard, Ont.

I beg to submit herewith report of surgical cases treated during the year ending November 1st, 1921. During the year the usual number of minor cases, including infected hands and feet and crushed fingers and toes were treated, and in addition, several of a more serious nature.

These latter included—

1. An eye injured by a piece of steel flying off a hammer and imbedding itself in the eyeball. This necessitated treatment by a specialist. The sight in the eye is permanently gone.

2. Brakeman injured falling off a car and being run over. He lost both legs and died in about half an hour.

3. One fractured tibia and fibula which was reduced and healed with good result.

4. One man severely crushed by a cable. This man had several ribs broken and injury to spine and also internal injuries affecting the kidneys. He also had severe laceration of the right elbow. This case spent a considerable length of time in hospital but is recovering slowly.

5. One case fracture of the spine by being thrown from a hand car and run over. This man will eventually be all right but it is a matter of considerable time. He is gradually improving.

From this it will be seen that the past year has been productive of more than the usual number of serious cases, but these have, with two exceptions, done well and will probably not be permanently incapacitated by them.

All of which is respectfully submitted.

Yours truly,

Signed, J. S. McCULLOUGH.

DR. GEO. COOPER, Englehart, Ont.

Below, find list of injuries treated by me of T. & N. O. employees for fiscal year ending October 31st, 1921.

Fatal injury	1
Injured back	2
Injured shoulder	2
Injured head	2
Injured chest	2
Injured eye	1
Injured jaw	1
Injured leg	1
Injured knee	1
Injured ankle	1
Injured toe	1
Injured hand	4
Fractured ribs	3
Fractured clavicle	2
Scalds	1

I may say that there were a number of passengers treated on your trains from time to time of which I have no record, but will keep record in the future.

Yours very truly,

GEO. COOPER.

DR. J. W. FRASER, Cochrane, Ont.

I have the honour to report the following for year ending October 31st, 1921.

Cases of fractured ribs	3
Lacerated scalps	3
Infected legs	1
Foreign bodies in eye	13

As well as numerous other minor injuries and accidents most of them not incapacitating the employee.

Yours very truly,

J. W. FRASER.

DRS. McMURCHY, McMURCHY & CAMPBELL

I beg to submit annual report for year ending October 31st, 1921.

I wish to congratulate officials and men for exceptional care of others which is shown by the small number of accidents during past year. There were only five major accidents; namely, three fractured legs, one compressed fracture of the spine and one fractured jaw, which came to my notice, all other injuries being only of a very minor variety, such as abrasions, sprains and cuts.

The only suggestion I would care to make is, that if it were possible to extend the minimum disability clause of the Workmen's Compensation Act to ten or even fourteen days rather than the seven days as it now stands, that there would be a great deal more justice for both workingmen and Company.

Yours very truly,

(Signed) A. H. McMURCHY,
Chief Medical Officer.

MOTIVE POWER AND CAR DEPARTMENT

Beg leave to submit the following report of the Motive Power and Car Department, for the year ending October 31st, 1921:

New Locomotives

During the year four Pacific type passenger locomotives, four Mikado type freight, and two eight-wheel switching engines were received from the builders. A description of these various types of locomotives is included in report of the Chief Engineer.

To determine the efficiency and capacity of these new passenger and freight locomotives, tests were made with aid of a dynanometer car, and proved very successful.

Arrangements have been completed for the sale of seven ten-wheel locomotives, Nos. 101, 103, 104, 105, 106, 107 and 108. These engines were the first to be used on this Railway and on account of their not being able to handle the traffic economically, are being replaced by the heavier and more modern type of locomotive described above.

New Machinery

The following new machinery was installed in the shops at North Bay Junction: One 4 foot radial drill, one 32 inch shaper, and one 80 inch electrically driven driving wheel lathe.

Electric Work on Locomotives

The past year gave an opportunity of watching results of the change from arc to incandescent headlamps. The lamps stood the winter conditions far better, cost less for maintenance, and the equipment used far less fuel than the old type dynamos with arc headlights.

All the new locomotives were similarly equipped, and in addition the tenders were fitted with electric lights. The railway now has no arc lights in use.

New Buildings

Electric lights were installed in new extension to office at North Bay Junction.

The new coal chutes were wired for light and power and electrical equipment for operation installed.

The repairs, additions, and maintaining of electric lights at all points were made, including North Bay, Englehart, Cochrane, Timmins, Porquis Junction, Iroquois Falls, etc.

C. N. Railway Repairs, Etc.

Effective May 1st, 1921, the T. & N. O. Railway took over all work for the C.N.R. in connection with the despatching, inspection and repairs to C.N.R. equipment at North Bay Junction.

Since that date, the T. & N. O. Railway has housed, repaired, and despatched, all C.N.R. locomotives, inspected and repaired all coaches belonging to that Railway, and cleaned their passenger equipment; inspected and repaired their freight equipment, and looked after their interests in this connection at North Bay Junction.

The bills covering above are being looked after by the various departments affected.

G. T. Railway Inspection, Etc.

On July 16th, 1921, the T. & N. O. Railway agreed to take over the inspection of freight and passenger equipment, the repairing of coaches, and cleaning same at North Bay Junction for the Grand Trunk Railway, and since that time, this work is being done by this Railway's staff, in addition to the repairing of their freight equipment, which has already been done for a number of years.

Bills are being rendered monthly in connection with above.

Engine Despatch

Statement showing the number of engines despatched from the different terminal and divisional points during the year:

Station	Number of Engines Despatched
North Bay Junction	7,817
Elk Lake	315
Englehart	5,853
Iroquois Falls	670
Timmins	1,048
Cochrane	2,233
Total	17,936

The motive has been generally assigned during the year as follows:

Class of Service	Number of Engines
Passenger	16
Freight	27
Work	3
Switching	6

Locomotive Mileage

The following statement shows the mileage made by locomotives belonging to this railway during the year:

Engine Number	Mileage	Engine Number	Mileage
101	14,053	135	38,877
103	13,258	136	42,316
107	14,589	137	32,711
109	21,158	138	26,650
110	36,346	139	37,966
111	43,645	140	39,607
112	28,299	141	41,751
113	34,138	142	41,021
114	47,967	143	34,780
115	27,963	144	37,927
116	35,966	145	36,140
117	23,428	146	34,650
118	18,883	147	10,174
119	29,996	148	10,005
120	31,858	149	3,558
121	26,838	150	13,416
122	28,232	151	24,868
123	29,155	152	68,435
125	24,601	153	27,044
126	33,655	154	23,087
127	33,438	155	16,104
128	31,238	156	20,204
129	29,291	157	22,346
130	30,785	158	21,874
131	22,317	159	22,131
132	32,247	160	19,826
133	56,993		
134	54,455	Total	1,602,269

Summary of Extensive Repairs to Locomotives

Since November 1st, 1920, the following locomtives have been through the shops at North Bay Junction for repairs:

Given general repair—139, 142, 152, 138, 131, 128, 112, 127, 117, 151, 133, 129.

Given heavy repair—109, 118, 154, 132, 141, 118, 114, 137, 119, 132, 103, 101, 116, 113, 118.

Given light repairs—148, 130, 150, 152, 126, 135, 118, 126, 145, 150, 110, 120, 144, 121, 146, 146, 117, 151, 103, 121, 113, 130, 151, 132, 140, 144, 123, 145.

Note:—The term "General Repair" as applied above refers to cases where an engine has been given a thorough overhauling and rebuilt. "Heavy Repair" refers to cases where engines have received such repairs as driving tires turned, driving boxes renewed, valves, piston rings and side rod bushings renewed. "Light Repair" covers a case where an engine has received repairs such as renewal of side rod bushings, piston rings and valve rings.

All requirements of the Dominion Railway Commission in regard to washing out and testing boilers, testing staybolts, examining nettings and dampers, etc., have been fully complied with, and during the summer months, periodical inspection of all fire fighting protective appliances has been made by our inspectors.

Repairs to Passenger Equipment

Repairs have been made to passenger equipment at North Bay Junction shops as follows:

Class of Car	General Repair	Light Repair
First class	..	10
Second class	2	10
Mail and express	..	2
Baggage and express	..	4
Business cars	..	1
Nipissing Central Railway	1	1

Note:—The terms "General Repair" as applied above refers to cases where a coach has had the interior and exterior finish of car removed, framing refitted, new steel sills applied, and trucks rebuilt. The term "Light Repair" applies to coaches having seat arms scraped and sanded, interior of car varnished, outside of car washed down and given two coats of varnish and trucks repaired.

Coach Cleaning

Statement showing the number of coaches cleaned at the different stations during the year:

Station	Number of Coaches Cleaned
North Bay Junction	5,120
Englehart	1,260
Timmins	2,324
Cochrane	2,205
Elk Lake	626
Iroquois Falls	1,139

Repairs to Freight and Work Equipment

The Car Department staff have made repairs to flat, Hart, stock and box cars, including general overhauling and rebuilding. All necessary running repairs to both T. & N. O. and foreign freight and passenger equipment have been made by the repair staffs at different terminal and divisional points to keep equipment in condition to fulfill the requirements of the service and safety standards.

Monthly bills have been rendered against foreign roads to cover repairs to their equipment in accordance with rules adopted by the American Railroad Association. Bills have also been rendered monthly against the Grand Trunk Railway and Canadian National Railway, for repairs to cars under the terms of the Terminal Agreement.

All work equipment such as snow plows, snow flangers, wrecking outfits, steam shovels, railroad ditcher, boarding cars, hoisting crane, etc., have been overhauled and given such repairs as required to keep them in serviceable condition.

Rolling Stock Destroyed

During the year the following rolling stock belonging to foreign roads, has been destroyed on our line:

S.L.S.F.	30431	M.P. 25½	November 28th, 1920
B. & S.	11339	Kerr Lake	January 22nd, 1921
C.N.R.	16464	Connaught	January 23rd, 1921
G.T.R.	8282	Riddle	January 31st, 1921
Temiscouta	144	M.P. 179½	February 22nd, 1921
C.N.R.	69536	M. P. 179½	February 22nd, 1921
G.T.R.	61045	Ken. Lake	July 11th, 1921
G.R.T.	12873	M. P. 35½	August 15th, 1921

In each instance, settlement has been made with the owners, covering depreciated value of cars destroyed, in accordance with A. R. A. Rules and Regulations.

Twelve wooden flat cars have been destroyed or retired during the year, as well as one of our Hart convertibles, and one of our steel underframe box cars.

Bills have been rendered against foreign roads in cases where they have destroyed any of our equipment, covering their depreciated value.

Equipment Owned

46 road locomotives
6 switching locomotives
3 business cars
1 paymaster's car
13 first class wooden coaches
6 first class steel coaches
14 second class wooden coaches
4 second class steel coaches
2 combination wooden second class and baggage cars
1 combination wooden first class and baggage car
1 exhibition car
3 parlor cafe cars
6 wooden baggage and express cars
4 steel baggage and express cars
4 wooden mail and express cars
3 steel mail and express cars
24 conductors' vans
9 stock cars
239 box cars
90 steel underframe flat cars
225 wooden flat cars
12 steel drop bottom dump cars
58 Hart convertible cars
4 12-yard dump cars
3 wooden snow plows
1 steel snow plow
3 snow flangers
3 right hand ballast plows
3 left hand ballast plows
3 center ballast plows
2 Jordan ballast spreaders
1 center ballast spreader
2 Ledgerwood rapid unloaders
1 pile driver
1 American railroad ditcher
1 hoisting crane
3 steam shovels
2 steam wrecking cranes
2 auxiliary boarding cars
2 auxiliary tool cars
2 road department auxiliary cars
2 auxiliary track material cars
2 crane cabin cars
3 road cabin bars
3 road cabin cars
1 pile driver tank car
57 boarding cars
6 tank cars for fire protection
8 combination boarding and material cars
6 maintenance of way material cars
1 car department material car

Yours truly,

THOS. ROSS,
Master Mechanic.

ANNUAL REPORT CHIEF ENGINEER

I beg to submit the following Annual Report of the Chief Engineer of The Temiskaming and Northern Ontario Railway Commission for the year ended October 31st, 1921.

SURVEYS

James Bay Extension

Exploratory surveys for an extension of the Temiskaming and Northern Ontario Railway from Cochrane to James Bay had been carried on during recent years by the engineering department as opportunity offered. These surveys had included examinations of possible harbor sites on James Bay and investigations of the water power, forest and agricultural resources of the intervening district, in addition to topographical considerations influencing the route for a railway extension. In April instructions were received to commence and proceed with the actual location of the first sixty or seventy miles of the James Bay extension, and surveys have been carried on in charge of Mr. W. R. Maher, who had been in charge of the later exploratory surveys. After preliminary surveys over alternative routes had been completed, a route crossing to the east side of the Abitibi River near the head of the Long Sault Rapids about eleven miles from Cochrane, and recrossing to the west side of the river between the Carrying Places and Island Rapids about forty-seven miles from Cochrane and then paralleling the Abitibi River to Abitibi Canon, was adopted by the Commission. Final location surveys are now being made with a view to calling for tenders for the constructon of the seventy miles early in December at an estimated cost of about $3,500,000.

The route selected is conveniently located with reference to a number of important water powers. It traverses throughout rolling clay land very suitable for settlement, and has tributary to it, valuable areas of pulpwood. It is confidently anticipated that the resources of the large area lying between the National Transcontinental Railway (C.N.R.) and James Bay will justify this and further extensions of the Temiskaming and Northern Ontario Railway from time to time, as may be necessary to open the area to settlement and industrial development.

Extension of Nipissing Central Railway

Surveys for an extension of the Nipissing Central Railway from New Liskeard to North Temiskaming and Quinze Lake in the Province of Quebec were authorized by the Commission and in October a survey party with Mr. A. L. McDougall in charge was organized to make an actual location from which accurate estimates of the cost of construction could be prepared. Previous preliminary investigations had indicated that the best available route was along the north shore of Lake Temiskaming around Dawson's Point and then direct to North Temiskaming, P.Q., crossing the inter-provincial boundary about two miles north of the lake. The distance from New Liskeard to North Temiskaming via this route will be about fifteen miles and the total length of the extension to a suitable terminus on Quinze Lake will probably be twenty-nine miles. Crossings of two navigable streams, the Wabis and Blanche Rivers, will be necessary, but apart from these structures, it is anticipated that the work of construction will be light.

The extension of this subsidiary line would give the Temiskaming and Northern Ontario Railway a very desirable connection with the growing agricultural settlement in the Province of Quebec at the head of Lake Temiskaming, and with the heavily timbered area with enormous undeveloped resources of pine and spruce tributary to Quinze Lake, and all at present without railway connections.

ADDITIONAL TRACKS AND STRUCTURES

During the year a number of improved and additional facilities designed by the Engineering Department have been installed by Operating Department forces. The more important of these are:

Office Buildings

By reason of the transferring of the executive office staff from Toronto to North Bay, it has been necessary to provide additional office accommodation. This was done by enlarging the existing office building at North Bay Junction to furnish accommodation for the Superintendent and Train Despatchers, and the Paymaster and Auditor of Payrolls.

Fuel Stations

Mechanical coaling stations have been built at North Bay and Temagami. The North Bay Station has a capacity of two hundred tons of coal and replaces an old gravity type station that required renewal. The Temagami Station with a capacity of fifty tons is an intermediate coaling station necessary on account of the length of the North Bay, Englehart engine district.

Water Stations

At Englehart an auxiliary water supply was installed to be used in the event of a failure of the municipal waterworks system from which water is ordinarily obtained. This auxiliary supply consists of a gasoline driven pumping plant at the Blanche River and a 6 inch wooden stave pipe line from the river to the station.

Gasoline driven pumps have been installed in place of steam driven pumps in all the older pumping stations.

Ice Houses

A thousand ton ice house at Cochrane and a three hundred ton ice house at Timmins were built to provide for increasing traffic requirements.

Stock Pens

Small stock pens were built at New Liskeard, Uno Park, Thornloe, Heaslip and Charlton.

Additional Passing Tracks

Were completed at Yorkston and Niddville. These were required to avoid delays in meeting and passing trains.

ADDITIONS TO EQUIPMENT

Locomotives

The ten locomotives that were on order at the beginning of the fiscal year have all been received. In November 1920 the Montreal Locomotive Works delivered two switching locomotives and during the months of March, April and May 1921, four Mikado type freight locomotives and four Pacific type passenger locomotives were received from the Canadian Locomotive Company. The switching locomotives are of the eight wheel type and of the following general description:

Weight on driving wheels	207,000 lbs.
Weight on tender loaded	134,500 lbs.
Wheel base, driving	14 ft. 6 in.
Wheel base, total of engine and tender	46 ft. 3½ in.
Cylinders, diameter and stroke	23 in. x 28 in.
Valves, type and diameter	piston, 12 in.
Valve gear, type	Young

Wheels, driving, diameter	53 in.
Wheels, tender, diameter	33 in.
Journals, main driving, diameter and length	9½ in. x 12 in.
Journals, other driving, diameter and length	9 in. x 12 in.
Journals, tender, diameter and length	5½ in. x 10 in.
Boiler, type	Extended Wagon Top
Boiler, pressure	180 lbs.
Boiler, outside diameter at front end	71 in.
Boiler, outside diameter at dome course	78 in.
Firebox, length inside sheets	89½ in.
Firebox, width inside sheets	75¼ in.
Tubes, number and diameter	194 2 in.
Tubes, length	14 ft. 6 in.
Flues, number and diameter	32 5 3-8 in.
Arch tubes, number and diameter	4 3 in.
Heating surface, firebox	153 sq. ft.
Heating surface, arch tubes	25 sq. ft.
Heating surface tubes and flues	2125 sq. ft.
Heating surface, total	2303 sq. ft.
Superheating surface	570 sq. ft.
Grate area	46.25 sq. ft.
Water, capacity of tender (imp. gals.)	6000
Coal, capacity of tender, tons	10
Maximum tractive power	42840 lbs.

The Mikado type freight engines are similar in design and general dimensions to those previously in service on the Temiskaming and Northern Ontario Railway, with the following major exceptions: vestibule cabs, cast steel front buffer beams, cast steel tender frames, ragonnet reverse gear, and a more recent design of cast steel trailing truck permitting the application of a "Booster" engine to the trailing truck wheels.

One of these engines No. 150 was equipped with the "Booster" engine complete and through it the available draw bar pull of this engine back of the tender has been increased to approximately 51,000 pounds with consequent increase in tonnage rating of about 18 per cent.

The Pacific type passenger locomotives are of the following general dimensions and are all equipped with "Booster" engines similar to that mentioned above. All parts of these engines are interchangeable as far as possible with those of the Mikado type:

Weight on driving wheels	156,080 lbs.
Weight on front truck	47,350 lbs.
Weight on trailing truck	47,070 lbs.
Weight total of engine	250,500 lbs.
Weight of tender loaded	154,100 lbs.
Wheel base, driving	12 ft. 2 in.
Wheel base, total of engine	32 ft. 6 in.
Wheel base, total of engine and tender	61 ft. 3¼ in.
Cylinders, diameter and stroke	23 in. 28 in.
Valves, type and diameter	piston, 14 in.
Valve, gear, type	Young
Wheels, driving, diameter	69 in.
Wheels, front truck, diameter	33 in.
Wheels, trailing truck, diameter	45 in.
Wheels, tender truck, diameter	36 in.
Journals, all driving, diameter and length	10 in. x 13 in.
Journals, front truck, diameter and length	6½ in. x 12 in.
Journals, trailing truck, diameter and length	8 in. x 14 in.
Journals, tender truck, diameter and length	5½ in. x 10 in.
Boiler, type	Extended Wagon Top
Boiler, pressure	200 lbs.
Boiler, outside diameter at front end	71 in.
Boiler, outside diameter at dome course	78 in.
Firebox, length inside sheets	96 in.
Firebox, width inside sheets	75¼ in.
Tubes, number and diameter	160 2¼ in.
Tubes, length	18 ft. 8 in.

Flues, number and diameter	32 - 5½ in.
Arch tubes, number and diameter	4 3 in.
Heating surface, firebox	187 sq. ft.
Heating surface, arch tubes	30 sq. ft.
Heating surface, tubes and flues	2716 sq. ft.
Heating surface, total	2933 sq. ft.
Superheating surface	694 sq. ft.
Grate area	50 sq. ft.
Water, capacity of tender	6500 imp. gal.
Coal, capacity of tender	12 Tons
Maximum tractive power (locomotive only)	36600 lbs.
Maximum tractive power (with booster)	45000 lbs.

These locomtives are hauling trains consisting of nine to ten steel passenger cars and with booster engine working are capable of handling thirteen of these cars.

Conductors' Vans

A contract has been placed with the Canadian Brill Company, Limited, of Preston, for six T. & N. O. standard Coductors' Vans, 29 feet long over the body.

Shop Machinery

During the year the following new machinery has been but into service at North Bay Junction shops:

1 80 in. driving wheel lathe
1 5 ton overhead crane for above lathe
1 5 ft. radial drilling machine
1 32 in. shaper.

GENERAL

Operations on Commission's Tie Limit

A contract for the manufacture of 155,000 ties from timber cut on the Commission's Limit in Macklem Township had been awarded to Reamsbottom & Edwards on October 7th, 1920. On November 15th, 1920, the Commission consented to the assignment of this contract to T. S. Woollings and Company, Limited, Englehart. This contract covered the delivery of ties during the season 1921, and on October 1st, 1921, the contract with T. S. Woollings and Company was renewed to include the delivery of 175,000 ties during 1922, but at a considerably reduced price.

Joint Passenger Station and Terminal—North Bay

On May 1st, following the general policy of co-ordination of the Canadian National and Grand Trunk Railways, the trains of the latter withdrew from the Canadian Pacific Railway Station at North Bay and since then have been exclusively using the C.N.R. Station. On the same date a change was made in the routing of the C.N.R. transcontinental trains and the Continental Limited, the Montreal-Vancouver train was routed over the T. & N. O. in place of the Trans Canada, the Toronto-Winnipeg train. These changes made it necessary for T. & N. O. trains operating in through connection with the C.N.R. and G.T.R. systems, to arrive at and depart from the C.N.R. Station at North Bay. In order to permit this use of the C.N.R. station by T. & N. O. and G.T.R. trains, a special track connection was installed by the C.N.R. Following this the C.N.R. was permitted the use of the T. & N. O. local freight and locomotive terminal facilities.

Appreciation of the faithful and efficient services of the engineering staff is worthy of record.

I remain yours truly,

S. B. CLEMENT,
Chief Engineer.

GENERAL FREIGHT AND PASSENGER DEPARTMENT

Both Freight and Passenger traffic for the fiscal year ending October 31st, 1921, have been good. Freight traffic was especially heavy for the first seven months, falling off somewhat towards the end of the year due to the general business depression throughout the country. The results of operation however, on the whole have been most gratifying.

Effective May 1st passenger trains 3 and 4 formerly operating between Toronto and Winnipeg were withdrawn and trains 1 and 2 known as the "Continental Limited" substituted. These trains run between Montreal and Vancouver, via G. T. Railway, Ottawa, C. N. Railways, North Bay, T. & N. O. Railway, Cochrane and C. N. Railways, and have been well patronized.

The Board of Railway Commissioners for Canada under their General Order No. 308 granted an increase of 40% in Eastern Canada on freight rates and 20% in passenger fares effective September 13th. 1920. This order stipulated, however, that on January 1st, 1921, the freight rate increases would be reduced to a basis of 35% and the passenger fares to 10%, the remaining 10% to be taken off July 1st, 1921, so that on that date passenger fares went back to their old level.

These increases assisted materially in offsetting the high operating costs and made possible the favorable showing disclosed by our financial statement.

A. J. PARR, G.F. & P.A.

ANNUAL REPORT—TELEGRAPH AND TELEPHONE DEPARTMENT

During the fiscal year ended October 31st, 1921, the Commercial Telegraph and Telephone business has held up well. On April 21st, 1921, in connection with the handling of commercial telephone business, we adopted, in common with the Bell Telephone Company of Canada, a new classification of toll service, which has worked out entirely satisfactorily, and has materially added to our revenue. The telegraph rates have remained unchanged.

The old iron telegraph wires have been replaced with No. 10 N.B.S. copper, through North Bay Junction yard, from the C.N.R. crossing to the town office. Approximately four hundred six-pin cross arms were renewed during the year. The pole line at North Bay Junction was slightly altered account the erection of the new coal chutes.

The circuit of No. 10 N.B.S. copper wire, mentioned in our last report as strung from Cobalt to Dane, was completed to Porquis Junction, and put into service in December, 1920.

Local telephone pay stations were opened at Plaunt's Siding, mileage 149 1-2, and Vimy Ridge, to take care of local requirements.

We suffered no serious interruption account fires or storms during the year.

During the year, thirty-three subscribers' telephones were installed, and thirty-two removed.

The following is a summary of the mileage of telegraph and telephone wire in operation, October 31st:

Kind	Gauge	Use	Mileage
Iron	No. 8 B.W.G.	Telegraph	1,694
Iron	No. 12 B.W.G.	Long distance telephone	177
Iron	No. 12 B.W.G.	Local exchange and party line	308
Copper	No. 9 B. & S.	Telephone train despatching	574
Copper	No. 10 N.B.S.	Long distance telephone	1,128
Copper	No. 12 B. & S.	Long distance telephone	228
Style B	Twisted Pair	Local exchange	66,500 ft.
		Wire Mileage	4,109
		Pole Mileage	341
		Phantom Circuits in operation (miles)	103

All of which is respectfully submitted.

W. J. KELLY,
Superintendent of Telegraphs and Telephones.

PRELIMINARY REPORT OF THE MINING DISTRICT IN THAT PART OF NORTHERN ONTARIO SERVED BY THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY

Calendar Year 1921

By Arthur A. Cole, Mining Engineer.

GOLD

Porcupine

The abnormally low rainfall in Northern Ontario during the summer and fall of 1920 caused the power companies to start the winter with little or no storage. The result was that before the end of the year the normal power supply was materially curtailed and the production of the gold mines adversely affected. This situation was not relieved until the spring thaws came early in April, but from that time on recovery was rapid. Production soon became normal and gradually began to expand. This was not due to new mines becoming producers so much as an expansion of the capacity of the Hollinger Mill.

The exchange premium between Canada and the United States has played an important part in the income of the gold mines. The production from the gold mines of Ontario for the calendar year will be approximately $16,000,000, without the exchange premium, or about seventeen and a half million dollars, including the premium.

The Hollinger mine started the year with a daily milling capacity of 3300 tons, but was only running about 1200 tons. As soon as there was ample power, the quantity milled was increased to capacity and then the capacity was gradually increased. Thus the year closes with the mill running full capacity, which has now reached 4000 tons per day. As soon as the definite assurance of an increased supply of power can be secured, the capacity will be increased to 6500 tons per day.

At the Dome Mine the milling capacity remains unchanged at 1500 tons per day with the mill running from 1000 to 1100 tons per day.

The McIntyre mill is running unchanged for the present to its full capacity of 550 tons per day. An additional unit sufficient to treat 250 tons per day is now being being installed, which is expected to be ready for operation in the spring. This new unit is particularly designed to treat the graphitic ore, of which considerable tonnage has been developed in this mine.

During the year a reorganization of the Davidson Company took place with the introduction of English capital, and now development is proceeding.

A number of promising prospects are being re-opened and a small amount of development is being undertaken on them.

The following table is issued by the Ontario Government covering the first nine months of the year:

Source	Daily Milling Capacity Tons	Ore Milled Tons	Gold Recovery		Silver Recovery	
			Ounces	Value $	Ounces	Value $
PORCUPINE						
Dome	887	243280	76462.5	1586619	10509	6363
Hollinger	3500	719007	290946.7	6014402	54115	32623
Mc Intyre	550	124174	59893.3	1238105	11118	6674
Total	4937	1086461	427302.5	8833126	75742	45660

Kirkland Lake

The production for nine months was:

Source	Daily Milling Capacity Tons	Ore Milled Tons	Gold Recovery		Silver Recovery	
			Ounces	Value $	Ounces	Value $
KIRKLAND LAKE						
Kirkland Lake	150	33871	8676.1	179352	1283	762
Lake Shore	60	15991	13462.6	278382	879	527
Teck-Hughes	120	25828	11739.2	242670	1011	610
Wright-Hargreaves	150	20669	13596.7	280938	1158	727
Total	480	96359	47474.6	981342	4331	2626

This shows a total production of $983,968 from 96,359 tons or at the rate of $10.21 per ton.

The Wright-Hargreaves mill started operations the beginning of May and already it is the leading producer in this district. The average value of ore treated for the nine month period was $13.63 per ton. An initial dividend of 5% has been declared, payable on January 1st, 1922.

The Ontario Kirkland 100-ton mill started treating ore during December.

Larder Lake

Development operations of a very promising character are being carried on by the Associated Goldfields Company, Coniagas and Crown Reserve Companies of Cobalt, on claims in the vicinity of Pancake Creek.

In Gauthier Township, between Larder Lake and Kirkland Lake, the Argonaut Company is continuing successful development and a larger mill is now planned to take the place of the small test mill which was previously operated.

Other Gold Districts

At the Bourkes Mines, located at Bourkes Station, a fire in July wiped out the mill, but this is now being rebuilt.

At Boston Creek a little work is proceeding beyond a further testing out of the Miller Independence by diamond drilling.

In the Matachewan district work is at a standstill pending a settlement of the power situation between the mining and power interests.

SILVER

Cobalt

Mining conditions in the Cobalt Silver Area were greatly curtailed in the fall of 1920 owing to the two main causes, lack of power and the slump in the price of silver. With the spring thaws, the former trouble was removed but the latter remained. Most of the mines re-opened at that time but a few still remain closed awaiting a better price for silver. The trend of the silver market is shown in the subjoined statement.

SILVER PRICES, 1920, 1921, New York

Cents per Fine Ounce

	1920	1921
January	132.827	65.950
February	131.295	59.233
March	125.551	56.023
April	119.779	59.337
May	102..585	59.810
June	90.957	58.510
July	91.971	60.260
August	96.168	61.597
September	93.675	66.160
October	83.480	70.970
November	77.734	68.234
December	64.774	.....

During eleven months the highest price was 73.625 cents in October, and the lowest was 52.625 cents in March. The average price obtained for silver during the first nine months of the year was 60.8 cents, as compared with $1.09 for the previous year. Thus, while production in ounces shows a decline of 16%, the loss in value is nearly 50%.

Other Silver Areas

A genuine revival of interest in South Lorrain took place with the coming back of the Keeley under the management of the Associated Goldfields of Western Australia, and later with the development of rich ore on the Cobalt Frontier. This latter property is now under option to the Mining Corporation of Canada.

In the Gowganda area the Miller-Lake O'Brien has been a regular producer, and with an improved road to Elk Lake suitable for use with motor vehicles access to this district has been much facilitated. During the summer a fire wiped out the power plant of the Cassel property of the Trethewey Company, and since then operations on this property have been suspended.

SUMMARY OF PURCHASES AND ISSUES

Submit herewith Summary of Purchases and Issues for year ending October 31st, 1921.

The aggregate is the greatest we have had to deal with in any one year.

Shop stock is generally the barometer to indicate the ups and downs of activities during the year, but is no criterion this year on account of the large sum of $754,755.12 spent for locomotives and $32,516.85 for shop machines in excess of last year. When we deduct the aggregate of these two items ($787,271.97) from the total of $1,435,990.14 purchases, the balance $648,718.47 more fairly indicates conditions as compared with a year ago when purchases amounted to $793,403.64.

During 1921 requisitions called for larger quantities of switch material, draft arms for repairing freight cars, and extra springs and other parts for new locomotives than usual. The balances carried in these various lines increase stock aggregates above normal as compared with war years when conditions would not admit of expenditures that requirements really needed.

B. Coal shows a large increase in purchases and a larger increase in issues than in 1920.

We began the fiscal year with approximately 10,000 tons in stock, and ended it with approximately 39,000 tons.

Freight rate on coal at November, 1920, was $4.96 per ton mines to North Bay, which rate only affected two months—September and October —of 1920, consequently meant an increase in operation of the railway of ninety-six to ninety-nine cents on every ton used, for freight, offset in part by reduced mine price and war tax.

A. Coal shows a large increase in both purchases and issues, in fact, this is the only year since comparatively early in the War period that we could get a supply in in the early part of the season. This increase is met by a less consumption of wood and bituminous coal for house and station heating purposes.

We paid $10.00 per cord for nearly all the wood bought last season. I am of opinion we can buy all the wood needed for coming season at about $6.00 per cord on cars, and is a factor worth considering in determining whether wood or coal shall be the major element in station and house heating.

Oil and waste shows a reduction in both purchases and issues, the factors of lower prices and less consumption both contributing to the lesser cost.

Stationery, as has been the case for several years, shows small variations in either direction. The manager of one of our stationery supply firms told us this season that he knew of no institution in Ontario that got their printing supplies as cheap as the T. & N. O. Railway, and this firm prints for both the railways and express companies.

Rail and tie requisitions were large, as indicated by the figures of purchases and issues. Rail, as well as all other steel products, is lowering in price and during the coming year should favorably affect operating costs.

The stores department purchased 83,851 No. 1 and 2 ties and 8,283 small ties. The Tie Operation reported to us 120,346 No. 1 and 2 ties and 26,155 small ties—the percentage of small ties being 10%, and 21% respectively. Cost on cars practically alike, viz: 75 cents each. This is an item that should show a goodly per unit cost reduction next season, as evidenced by our recent quotation for extension ties.

Ice supply is a question of moment, not on account of the money involved, but rather to determine the real cause of so much shrinkage as is met from year to year. So far as we can learn, other institutions have the same difficulties. The other railways, as you know, have on several occasions called on us for assistance, as have also local dealers, and this year being no exception, in fact, fairly early in the autumn we had practically the only ice between North Bay and Cochrane. We did not have to buy, but had none left at close of season. We anticipate coming season to be one of close observation and even experiment by all departments interested in an endeavor to reach correct conclusion re handling the ice.

Nipissing Central Railway business, as affecting stores department, has presented no difficulties except that incident to repairs and supplies required from time to time.

In conclusion, would say that railway and business of every kind have to meet and adjust the greatest problems ever confronting them, and the T. & N. O. is not entirely free. Operating departments have to replenish worn out equipment from locomotives to pins in face of lower carrying returns for all services as well as less to carry, in answer to public clamor, while labor and manufacturer both protest against reduction in price of their commodities. It is Charbydis on one side and Scylla on the other. that is elements of destruction on either hand. In this department, one of our difficulties is to adjust prices, some material purchased at the peak price, other of the same class at lower prices, and in the aggregate subject to both increased and reduced freight rates, added or abolished war tax, added and altered sales taxes, and fluctuating exchange rates. These conditions may seem trifles to some, but railway managers, financial managers and business managers know differently; fallen and tottering business firms of old repute, idle or partially idle factories, and distressed financial houses all around us, is evidence of business difficulties existing, but these difficulties will pass if we exercise energy, industry, good judgment, tact, patience, and co-operation. These are the elements that roll up the clouds of difficulty—they make for construction not destruction, and will land the T. & N. O. in the sunshine of prosperity on time.

Expressing thanks to the commission and all departments, for consideration and assistance during the year.

Yours truly,

W. A. GRAHAM,
P. A. and Storekeeper.

PURCHASING AND STORES DEPARTMENT

STATEMENT OF PURCHASES AND ISSUES, FISCAL YEARS 1920-1921

STOCK	1920 Purchases	1920 Issues	1921 Purchases	1921 Issues
Shop	$793,403 64	$756,754 62	$1,435,990 44	$1,361,800 87
Soft Coal	609,890 78	725,303 20	1,148,863 15	923,644 39
Hard Coal	5,772 26	7,778 41	25,425 92	13,367 04
Oil and Waste	40,698 06	39,441 25	40,809 97	34,733 32
Stationery	31,789 27	29,006 33	30,663 77	31,098 09
Rail	98,991 51	106,870 35	192,764 69	168,792 79
Tie	122,120 42	89,728 83	177,931 67	169,606 37
Ice	10,186 01	6,816 88	11,378 75	11,436 27
Nipissing Central Railway	35,465 30	38,983 55	41,182 21	37,390 77
	$1,748,317 25	$1,800,683 42	$3,105,010 57	$2,751,869 91

TOTAL PURCHASES	$1,748,317 25		$3,105,010 57
TOTAL ISSUES	1,800,683 42		2,751,869 91
	$3,549,000 67		$5,856,880 48

Purchasing and Stores Department,
December 13th, 1921.

GENERAL BALANCE SHEET, OCTOBER 31st, 1921

ASSETS			LIABILITIES		
Property Owned:					
Cost of road as of Oct. 31, 1920	$19,207,201 94		Provincial Loan Account		$23,599,492 20
Cost of road for year ended Oct. 31st, 1921	325,320 80				
		$19,532,522 74	Working Liabilities:		
Cost of equipment as of Oct. 31st, 1920	2,990,413 04		Audited accounts	$752,184 20	
Cost of equipment for year ended October 31, 1921	648,881 91		Traffic balance—Freight	8,388 71	
		3,639,294 95	Traffic balance—Car service	121,782 87	
Investment Nipissing Central Railway		524,073 22			882,355 78
Temiskaming Testing Laboratories		25,363 50	Deferred Credit Items:		
Working Assets:			Accrued depreciation	$466,222 52	
Cash	$342,553 05		Deposits on sidings	5,566 35	
Cash—Land Agent	469 27		War tax	1,080 33	
Accounts collectible	259,215 94				472,869 20
Balance due on Townsite sales	20,637 36		Free Surplus:		
Agents and conductors	1,042 37		Profit and Loss—Balance		606,929 19
Traffic balance—tickets	35,949 01				
United States Railroad Administration	12,190 39				
Material and supplies	1,019,566 61				
Ballast pit operations	53,977 74				
Other assets	4,004 71				
		1,749,606 45			
Deferred Debit Items:					
Treasurer's and Paymaster's advance	$7,250 00				
Insurance paid in advance	2,870 93				
Surveys	48,636 95				
Tie operations	11,231 29				
Accounts in suspense	20,796 35				
		90,785 52			
		$25,561,646 37			$25,561,646 37

PROFIT AND LOSS

Adjustment Stores Accounts to Inventory	$6,622 38	By balance, October 31, 1920	$628,839 30
Operation of Rossers, 1915	1,299 56	Result operation for year ended October 31, 1921	181,778 89
Uncollectible accounts	4 42	Townsites	2,141 08
Paid Treasurer of Ontario	200,000 00	Unclaimed wages	1,225 02
Balance carried forward	606,929 19	Unclaimed vouchers	341 12
		Profit or loss on retired road and equipment	530 14
	$814,855 55		$814,855 55

STATEMENT OF EXPENDITURES ON CONSTRUCTION

Fiscal Year Ended October 31st, 1921

ROAD

1.	Engineering	$ 4 55		
2.	Land for transportation purposes	67 75		
3.	Grading	37,653 24		
6.	Bridges, trestles and culverts	5,996 31	Cr.	
8.	Ties	3,798 77		
9.	Rails	34,723 56		
10.	Other track material	77,288 70		
11.	Ballast	504 84		
12.	Track laying and surfacing	8,387 31		
14.	Snow and sand fences and snow sheds	290 36		
15.	Crossings and signs	2,274 33		
16.	Station and office buildings	39,991 79		
17.	Roadway buildings	616 48		
18.	Water stations	31,309 42		
19.	Fuel stations	33,095 79		
20.	Shops and engine houses	7,281 72		
26.	Telegraph and telephone lines	2,833 88		
27.	Signals and interlockers	688 34	Cr.	
37.	Roadway machines	7,247 20		
44.	Shop Machinery	44,635 76		
				$325,320 80

EQUIPMENT

51.	Steam locomotives	$649,149 76		
53.	Freight train cars	7,842 77	Cr.	
54.	Passenger train cars	2,163 59		
57.	Work equipment	5,411 33		
				$648,881 91
				$974,202 71

DETAILS OF CHARGES TO CONSTRUCTION

ROAD

Widening cuts and fills, main line	$15,249 04	
Increased weight of rail	48,638 68	
Additional track fastenings	33,940 39	
Snow fencing, main line	290 36	
Road crossings, main line	1,680 04	
Road crossings, branch lines	320 92	
Switch connection entrance C.N.R. station North Bay	1,722 06	
Additional yard tracks, North Bay	11,486 43	
Spur, Timmins to Mattagami River	4 55	
Crossover Lang Street, Cobalt	583 25	Cr.
Siding—Redwater	2,787 32	
Siding—Mileage 57.8	1,294 38	
Siding—Mileage 110.5	247 29	
Siding—Heaslip	793 78	Cr.
Siding—Boston Creek	122 80	
Siding—Swastika	8,029 49	
Siding—Kenogami	23 71	
Siding—Mileage 186	77 08	
Siding—Scotty's Springs	4,473 58	
Siding—Mileage 216.6	17 66	
Siding—Iroquois Falls	5,139 88	
Siding—Frederickhouse River	67 75	
Siding—Mileage 232	8,149 65	
Siding—Holland	1,168 89	
Siding—Ice house—Cochrane	1,986 93	
Private sidings installed and removed	8,643 02	
Bridge—Mileage 35	215 80	Cr.
Culverts—Mileage 55.94; 97.22; 98.99; 141.1; 143.3; 181.7	5,906 63	Cr.
Trestle—Mileage 75	941 80	Cr.
Trestle—Mileage 1¼ Charlton Branch	7,428 36	
Trestle—Mileage 6¼—Charlton Branch	1,866 92	Cr.
Culvert—Mileage 188.9	1,056 65	Cr.

Culvert—Mileage 245.5	2,542 79 Cr.	
Coaling plant—North Bay	31,743 99	
Tinsmith shop—North Bay	4,862 26	
B. & B. carpenter shop—North Bay	1,264 74	
Office building—North Bay Junction	12,285 71	
Electricians' shop—North Bay	2,952 81	
Coaling plant—Temagami	11,306 49	
Betterment—Temagami station	56 03	
Stock pen and auto unloading platform—New Liskeard	127 90	
Stock pens—Uno Park, Thornloe, Heaslip, Charlton and Cochrane	2,295 62	
Well—Section house, Earlton Junction	336 50	
Equipment—Coaling station, Elk Lake	1,274 87	
Section employees' bunk houses, Heaslip, Johnson and Uno Park	21 24	
Electric wiring in section house—Charlton	4 50	
Station and agent's house—Swastika	440 00	
Shelter station—Scotty's Springs	169 86	
Waiting room and shed—Wasach	717 68	
Extension station—Porquis Junction	10,883 00	
Shelter station—Fielding	200 00 Cr.	
Raising agent's house—South Porcupine	64 59	
Plumbing and heating system, agent's house, South Porcupine	758 56	
Ice house—Timmins	2,370 36	
Waiting room and freight shed—Holland	13 83	
Section and tool house—Holland	1,501 50 Cr.	
Ice house—Cochrane	9,134 55	
Cover freight shed platform—Cochrane	615 39	
Express room—Cochrane station	258 71	
Water supply—North Bay	139 97	
Steam equipment in water stations—Widdifield, Tomiko, Redwater, Bourkes and Connaught, replaced with oil pumpers	5,164 13	
Drilling well—Thornloe	491 00	
Water supply—Englehart	24,738 61	
Water tank—Mindoka	467 80 Cr.	
Water station—Matheson	100 00 Cr.	
Water supply—Iroquois Falls	16 50	
Shop machinery—North Bay	44,398 46	
Roadway machines	7,247 20	
Lamps on yard limit boards	288 47	
Electric train staff system—North Bay	769 95 Cr.	
Phantom telephone circuit, Cobalt to Porquis Junction and new switchboard Porquis Junction	1,350 87	
Telephone circuit Cobalt to Porquis Junction	998 49	
Copper wire, Cobalt and Englehart yards	356 32	
Renewing pole line equipment, Englehart to Porquis Junction	128 20	
		$325,320 80

EQUIPMENT

Locomotives	$756,739 96	
Locomotives—Retired	106,805 20 Cr.	
Conductors' vans	92	
Draft arms on freight cars	1,521 30	
Freight cars retired	10,149 99 Cr.	
Betterments to passenger cars	2,163 59	
Betterments to work equipment	5,411 33	
		$648,881 91
		$974,202 71

COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURES AND RESULT OF OPERATION

November 1st, 1919, to October 31st, 1921

REVENUE	Nov. 1st, 1920, to Oct. 31st, 1921 $ c	Nov. 1st, 1919, to Oct. 31st,1920 $ c
Freight	3,047,925 57	2,728,092 92
Passenger	1,223,387 14	1,021,079 95
Mail	42,399 38	24,002 70
Express	150,072 29	115,814 22
Switching	23,659 76	26,462 28
Station and train privileges	12,846 20	11,139 88
Demurrage	35,586 90	18,344 60
Telegraph and telephone	105,457 23	95,594 46
Rents of buildings and other property	15,319 48	14,414 25
All other revenue	23,961 47	33,598 75
Total	4,680,615 42	4,088,544 01
OTHER INCOME		
Ore royalties	1,320 33	57,296 28
Rent from joint facilities	20,672 62	19,728 22
Lease of road	11,010 82	12,271 36
All other income	1,604 87	3,111 64
Total	34,608 64	92,407 50
TOTAL INCOME	4,715,224 06	4,180,951 51

OPERATING EXPENSES	Operating Ratio		Operating Ratio	
Maintenance of way and structures	20.5	960,483 34	19.9	813,763 46
Maintenance of equipment	15.7	735,799 62	18.8	770,627 57
Traffic	.5	25,120 34	.5	21,666 17
Transportation	47.7	2,233,312 73	46.2	1,887,417 25
Miscellaneous operations	1.3	58,874 00	1.5	61,927 43
General	3.3	152,418 44	3.3	133,328 85
Transportation for investment—(Cr.)		586 09		731 45
Total	89.	4,165,422 38	90.2	3,687,999 28
OTHER EXPENDITURES				
Rent equipment		341,234 78		184,733 38
Rents for joint facilities		3,337 38		3,458 50
Interest and exchange		23,450 63		5,918 12
Total		368,022 79		194,110 00
TOTAL EXPENDITURES		4,533,445 17		3,882,109 28
NET RESULT		181,778 89		298,842 23

COMPARATIVE STATEMENT SHOWING EARNINGS AND EXPENDITURES IN OPERATION PERIOD 1905 TO 1921 INCLUSIVE

Year	Freight	Passenger	Other Revenue	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Misc. Operations	General Expenses	Transportation for Investment Cr.	Total Revenue	Total Expenditures
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
05.....	121,530 46	108,681 76	23,508 33	25,072 89	12,533 68	.....	88,342 41	.....	13,823 52	.....	253,720 55	139,772 50
06.....	230,552 63	254,759 33	58,706 89	77,265 87	46,382 65	.....	215,256 08	.....	23,194 61	.....	544,018 85	362,099 21
07.....	390,894 29	388,343 03	74,282 69	112,395 22	88,016 79	.....	412,160 52	.....	32,839 76	.....	853,520 01	645,412 29
08.....	471,203 41	366,504 53	135,357 67	125,563 43	119,563 01	12,499 96	405,907 58	.....	24,863 45	.....	973,065 61	688,397 43
09.....	756,141 66	483,110 89	121,972 33	191,170 18	107,078 96	9,789 99	436,768 41	.....	49,989 34	.....	1,361,224 88	794,796 88
10.....	852,886 46	606,967 91	131,997 65	380,314 75	137,340 46	14,920 04	556,740 45	.....	76,045 66	.....	1,591,852 02	1,165,361 36
11.....	974,678 33	653,063 01	153,223 49	353,918 92	164,145 69	17,705 31	567,316 97	.....	78,911 74	.....	1,780,964 83	1,181,998 63
12.....	929,464 66	599,681 73	178,303 68	346,964 01	249,683 22	17,461 22	676,963 33	.....	93,625 91	.....	1,707,450 07	1,384,697 69
13.....	906,476 16	576,049 37	173,629 32	430,820 04	242,633 93	16,857 36	680,480 08	.....	106,758 60	.....	1,656,154 85	1,477,550 01
14.....	952,090 35	544,820 08	173,988 44	408,046 15	284,935 87	18,872 65	651,687 20	.....	105,032 36	.....	1,670,898 87	1,468,574 23
15.....	925,735 37	482,349 80	143,466 60	325,865 86	262,654 51	18,135 13	625,911 92	.....	95,929 49	.....	1,551,551 77	1,328,496 91
16.....	1,320,569 33	624,808 12	192,744 50	349,024 48	248,702 04	22 465 69	842,058 75	42,562 89	91,317 74	1,954 13	2,138,121 95	1,594,177 46
17.....	1,459,459 93	655,127 58	217,318 28	419,266 84	305,286 86	17,676 10	985,452 19	47,824 69	107,255 05	1,465 44	2,331,905 79	1,881,296 29
18.....	1,937,054 80	647,162 91	228,092 91	462,526 51	485 057 18	19,376 52	1,260,079 27	52,651 90	111,097 85	586 63	2,812,310 62	2,390,202 60
19	2,036,274 38	853,363 52	247,114 86	789,431 65	594,401 64	19,504 73	1,499,314 90	51,167 33	123,460 28	1,150 51	3,136,752 76	3,076,130 02
20.....	2,728,092 92	1,021,079 95	339.371 14	813,763 46	770,627 57	21,666 17	1,887,417 25	61,927 43	133,328 85	31 45	4,088,544 01	3,687,999 28
21.....	3,047,925 57	1,223,387 14	409,302 71	960,483 34	735,799 62	25,120 34	2,233,312 73	58,874 00	152,418 44	5 09	4,680,615 42	4,165,422 38
	20,041,030 71	10,089,260 66	3,002,381 49	6,571,893 60	4,854,843 68	252,051 21	14,025,170 04	315,008 24	1,419,892 65	6,474 25	33,132,672 86	27,432,385 17

SUMMARY

Freight revenue	$20,041,030 71	Maintenance of way and structures	6,571,893 60
Passenger revenue	10,089,260 66	Maintenance of equipment	4,854,843 68
Other revenue	3,002,381 49	Traffic expenses	252,051 21
		Transportation expenses	14,025,170 04
		Miscellaneous operations	315,008 24
		General expenses	1,419,892 65
		Transportation for investment—Cr.	6,474 25
	$33,132,672 86		$27,432,385 17

Total revenue from transportation	$33,132,672 86
Total expenditures	27,432,385 17
	$5,700,287 69
Other income, etc.	294,886 66
	$5,995,174 35
Paid Treasurer of Ontario	5,388,245 16
Balance Profit and Loss	$606,929 19

TRAFFIC AND MILEAGE STATISTICS

PASSENGER TRAFFIC

Total passengers carried earning revenue	685,928
Number of passengers carried one mile	41,973,295
Number of passengers carried one mile per mile of road	127,773
Average distance carried—miles	61.19
Total passenger revenue	$1,223,387.14
Average amount received from each passenger	1.78
Average receipts per passenger per mile (cents)	.02.91
Total passenger train service revenue	1,425,696 77
Passenger service train revenue per mile of road	4,340 02
Passenger service train revenue per train mile	2 33

FREIGHT TRAFFIC

Number of tons carried earning revenue	1,298,400
Number of tons carried earning revenue one mile	218,041,262
Number of tons carried earning revenue one mile per mile of road	663,748
Average distance haul of one ton—miles	167.9
Total freight revenue	$3,047,925 57
Average amount received for each ton	2 35
Average amount received per ton per mile (cents)	.01.4
Freight revenue per mile of road	9,278 31
Freight revenue per train mile	4 32

TOTAL TRAFFIC

Operating revenue	4,680,615 42
Operating revenue per mile of road	14,248 45
Operating revenue per train mile	3 71
Operating expenses	4,165,422 38
Operating expenses per mile of road	12,680 13
Operating expenses per train mile	3 31
Net operating revenue	515,193 04
Net operating revenue per mile of road	1,568 32

CAR MILEAGE

Average number of passengers carried one mile per car mile	11.3
Average number of passengers carried one mile per train mile	68.6
Average number of passenger cars per train mile	6.1
Mileage of passenger cars	3,712,784
Mileage of loaded freight cars	9,578,593
Mileage of empty freight cars	5,865,214
Average number of freight cars per train mile	22.8
Average number of loaded freight cars per train mile	13.6
Average number of empty freight cars per train mile	8.3
Average number of tons freight per train mile	308.9
Average number of tons freight per loaded car mile	22.8
Average mileage operated during the year	328.5

TRAIN MILEAGE

Mileage of revenue passenger trains	553,893
Mileage of revenue mixed trains	57,806
Mileage of revenue freight trains	648,066
Mileage of revenue special trains	452
Total revenue train mileage	1,260,217

FREIGHT TRAFFIC

COMPANY'S MATERIAL EXCLUDED—NOV. 1st, 1920, to OCT. 31st, 1921

Commodity	Whole Tons
Products of Agriculture—	
Wheat	10,335
Corn	34
Oats	8,576
Barley	783
Rye	582
Other grain	230
Flour	12,414
Other mill products	4,592
Hay and straw	14,914
Apples, fresh	1,119
Other fruit, fresh	1,394
Potatoes	3,384
Other fresh vegetables	1,719
Other agricultural products	254
Products of Animals—	
Horses	3,828
Cattle and calves	20,735
Sheep	33
Hogs	255
Pressed meats, fresh	684
Eggs	50
Butter and cheese	115
Wool	34
Hides and leather	397
Other animal products	97
Products of Mines—	
Anthracite coal	16,987
Bituminous coal	243,974
Coke	962
Other ores and concentrates	7,958
Clay, gravel, sand, etc.	24,390
Slate and dimension stone	940
Crude petroleum	203
Asphaltum	54
Salt	574
Other mine products	2,517
Products of Forest—	
Logs, posts, poles and cordwood	62,657
Ties	34,557
Pulpwood	490,479
Lumber, timber, shooks, etc.	77,991
Other forest products	1,514
Manufactures and Miscellaneous—	
Refined petroleum, etc.	6,525
Sugar	1,677
Iron, pig and bloom	270
Rails and fastenings	686
Bar and sheet iron, etc.	3,403
Castings, machinery and boilers	8,737
Cement	17,721
Brick and artificial stone	5,564
Lime and plaster	4,056
Sewer pipes and drain tiles	356
Agricultural implements, etc.	653
Automobiles and auto trucks	708
Household goods	2,742
Furniture	129
Beverages	1,855
Paper—Printed matter and books	81,807
Wood pulp	24,989
Fish—Fresh and frozen or cured	3,425
Other canned goods	739
Other manufactures and miscellaneous	22,941
Merchandise	57,102
	1,298,400

STATISTICS

COMPARATIVE PASSENGER AND FREIGHT TRAFFIC STATEMENT

	Passengers	Revenue $ c
Number of passengers carried during year 1905	86,648	108,681 76
" " " " 1906	359,861	254,759 33
" " " " 1907	518,678	388,343 03
" " " " 1908	479,005	366,504 53
" " " " 1909	580,748	483,110 89
" " " " 1910	670,913	606,967 91
" " " " 1911	479,102	653,063 01
" " " " 1912	497,452	599,681 73
" " " " 1913	508,055	576,049 37
" " " " 1914	535,869	544,820 08
" " " " 1915	480,995	482,349 80
" " " " 1916	485,759	624,808 12
" " " " 1917	499,759	655,127 58
" " " " 1918	436,984	647,162 91
" " " " 1919	525,714	853,363 52
" " " " 1920	609,879	1,021,079 95
" " " " 1921	685,928	1,223,387 14
Total	8,441,349	$10,089,260 66

Number of passengers carried one mile, period 1905 to 1921, inclusive 399,967,341

	Tons	Revenue $ c
Number of tons of freight carried during year 1905 ..	99,192	121,530 46
" " " " 1906 ..	273,749	230,552 63
" " " " 1907 ..	393,589	390,894 29
" " " " 1908 ..	484,444	471,203 41
" " " " 1909 ..	498,645	756,141 66
" " " " 1910 ..	624,820	852,886 46
" " " " 1911 ..	564,120	974,678 33
" " " " 1912 ..	562,734	929,464 66
" " " " 1913 ..	674,942	906,476 16
" " " " 1914 ..	742,366	952,090 35
" " " " 1915 ..	676,938	925,735 37
" " " " 1916 ..	922,618	1,320,569 33
" " " " 1917 ..	960,714	1,459,459 93
" " " " 1918 ..	1,233,510	1,937,054 80
" " " " 1919 ..	1,068,775	2,036,274 38
" " " " 1920 ..	1,361,185	2,728,092 92
" " " " 1921 ..	1,298,400	3,047,925 57
Total	12,440,741	$20,041,030 71

Number of tons of freight carried one mile, period 1905 to 1921, inclusive 1,307,630,532

TONNAGE

Statement of Tons One Mile—November 1st, 1920, to October 31st, 1921

Month		Gross Tonnage—Pounds North Bound	South Bound	Total	Whole Tons	Tons One Mile
November,	1920	122,447,190	132,512,091	254,959,281	127,480	22,350,275
December,	"	106,886,539	149,258,181	256,144,720	128,072	23,723,358
January,	1921	103,829,552	200,232,367	304,061,919	152,031	23,747,004
February,	"	78,790,813	276,500,720	355,291,533	177,646	28,993,705
March,	"	72,907,970	240,932,025	313,839,995	156,920	27,873,028
April,	"	65,939,530	177,269,020	243,208,550	121,604	20,884,544
May,	"	47,898,121	132,569,929	180,468,050	90,234	14,513,934
June,	"	48,913,639	91,680,792	140,594,431	70,297	10,727,397
July,	"	52,777,754	67,305,801	120,083,555	60,042	9,279,847
August,	"	80,430,000	61,678,000	142,108,000	71,054	10,841,107
September,	"	94,588,739	52,321,304	146,910,043	73,455	12,245,269
October,	"	77,773,000	61,357,155	139,130,155	69,565	12,861,794
Total		953,182,847	1,643,617,385	2,596,800,232	1,298,400	218,041,262

PASSENGER TRAFFIC

Statement of Passengers, Revenue, Passengers One Mile and Passenger Revenue Per Mile, from November 1st, 1920, to October 31st, 1921

Form of Ticket	Passengers	Revenue $	c	Passengers One Mile	Revenue per Passenger One Mile c
Ordinary	629,132	1,112,171	32	37,136,073	.02.99
Commercial	36,891	82,225	16	3,079,522	.02.67
Excursion	9,540	20,315	35	1,349,290	.01.50
Militia	1,058	5,719	36	201,478	.02.83
Market	5,767	2,490	90	127,457	.01.95
Scholars	3,540	465	05	79,475	.00.58
	685,928	1,223,387	14	41,973,295	.02.91

NIPISSING CENTRAL RAILWAY

REVIEW OF FISCAL YEAR, 1921

The statistical data covering the year's operation show that the gross revenue for 1921, compared with 1920, decreased approximately $18,380.82, with an increase in net loss from $24,068.19 in 1920, to $39,669.11 in 1921—excess $15,600.92 or 65%, while the expenditures remained practically the same. Passengers carried in 1921 equalled 1,084,414 as against 1,304,244 in 1920—a decrease of 219,830, or 17%, with a corresponding decrease in passenger car mileage.

Due to the continued yearly deficits in the operation of the road—which since 1917 to 1920 inclusive, amounted approximately to $40,000.00, the Directors considered it necessary, as a measure of relief, to make application to the Board of Railway Commissioners for Canada, for an increase in passenger rates, from which source about ninety per cent. (90%) of gross revenue is obtained.

The position of the Company in this regard was clearly defined in the application, demonstrating that the current fares, under existing conditions of franchise limitation of rates, were not adequate to meet the cost of operation. The business is eminently and predominantly a passenger carrier, and from this source only could relief be obtained. The Company refrained from seeking returns upon its common stock, and sought only that a general increase in rates be granted to provide sufficient revenue for the operation of the road at its usual high standard of efficiency without direct loss.

Upon consideration of Company's petition, the Board authorized the filing of tariff providing for an average increase of twenty per cent. (20%) on existing passenger fares and these revised rates become operative as of August 8th, 1921.

There has been no change in main track mileage during the year and the rolling stock and general property of the Company have been fully maintained to the usual standard requirements.

GEO. W. LEE,
President.

NIPISSING CENTRAL RAILWAY

COMPARATIVE STATEMENT OF EARNINGS AND EXPENDITURES AND RESULT OF OPERATION

Fiscal Year 1920 and 1921

	1921	1920
Revenue from transportation	$100,220 06	$116,568 88
Revenue other than transportation	1,749 00	3,781 00
	$101,969 06	$120,349 88
Expenditures	141,638 17	144,418 07
LOSS	$39,669 11	$24,068 19

MISCELLANEOUS STATISTICS	1921	1920
Passenger car hours	25,527	27,537
Passenger car miles	261,213	282,015
Total passengers carried	1,084,414	1,304,244
Average daily receipts	$274 58	$318 49
Average receipts per car hour	$ 3 57	$ 3 80
Average receipts per car mile	$ 35	$ 37
Earnings per passenger	$ 08	$ 08

INSURANCE	
Buildings and contents	$35,465 00
Rolling stock	64,800 00
Total	$100,265 00

ANNUAL REPORT OF SUPERINTENDENT YEAR ENDING OCTOBER 31st, 1921

I beg to submit the following report on Maintenance of Way and Maintenance of Equipment and Operation for the year ending October 31st, 1921:

Maintenance of Way

The permanent way has been fully maintained during the year. The mileage operated is as follows:

	Miles	Miles
Main Track		
Owned and Maintained by the Company	4.92	
Leased from the T. & N. O. Railway Commission, maintained by Company	5.28	
Maintained by Commission	5.17	
Total Main Track		15.37
Siding and Spurs		
Sidings on that part of the line leased from the T. & N. O. Railway Commission,—		
Yard Tracks and Sidings	1.65	
Private Sidings	1..80	
Sidings on that part of the line owned by N. C. Railway,—		
Yard Tracks and Sidings	1.91	
Private Sidings	0.11	
Total Siding		5.47
Total Track		20.84

Additions to Road

A switch back and spur siding, with a total length of 1662 feet, was put in at mileage 3.8 Kerr Lake Branch for the Bailey Silver Mines, Ltd., for the handling of ore.

Two spur siding, with a total length of 2159 feet, were put in on the Haileybury Spur to serve the new mill of the Temiskaming Pulp and Paper Co., Ltd.

Maintenance of Equipment

All equipment has been maintained in serviceable condition. The following rolling stock is in service,—

Ten electric motor passenger cars, one combination switching locomotive, express car and snow plow, one motor driven snow plow, two freight cars.

Rates and Schedules

Following a decision of the Board of Railway Commissioners an increase of 20% in rates, and a reduction in schedule went into effect on August 8th, 1921.

Cars are now operated as follows,—

First car leaves New Liskeard for Cobalt 6.45 a.m. and hourly thereafter until 10.45 p.m.—the last car at 11.30 p.m. returning to car barns.

First car leaves Haileybury for New Liskeard 6.15 a.m., and hourly thereafter until 11.15 p.m.

First car leaves Cobalt for Kerr Lake 6.15 a.m. and every two hours thereafter until 10.15 p.m.—the last car leaving Kerr Lake at 10.45 p.m.

Car leaves Kerr Lake 6.45 a.m. for Cobalt—running through to Haileybury, and every two hours thereafter until 10.45 p.m.

Cars leave Haileybury for Cobalt 5.45 p.m., 6.15 a.m., 7.15 a.m., 7.45 a.m., 8.15 a.m., 9.15 a.m., 9.45 a.m., 10.15 a.m., and so on until 11.15 p.m.

Cars leave Cobalt for Haileybury 5.15 a.m., 6.45 a.m., 7.15 a.m., 7.45 a.m., 8.45 a.m., 9.15 a.m., 9.45 a.m., 10.45 a.m. and so on until 11.15 p.m.

In addition to this, each Saturday night one car leaves Cobalt for Kerr Lake and Haileybury at 12.00 midnight.

Sundays—two cars leave barn at 7 a.m. and one at 8.00 a.m., following the week-day schedule.

Respectfully submitted.

Yours truly,

W. A. GRIFFIN,
Superintendent.

NIPISSING CENTRAL RAILWAY, GENERAL BALANCE SHEET, OCTOBER 31st, 1921

ASSETS			LIABILITIES		
Property Owned:			Capital stock		$530,000 00
Cost of road, as of Oct. 31, 1920	$316,573 26		T. & N. O. Railway—Advance		288,589 40
Cost of road for year ended Oct. 31st, 1921	2,289 90		Working Liabilities:		
		$318,863 16	Cash	$113,315 58	
Cost of equipment, as of Oct. 31st, 1920	$128,363 47		Audited accounts	6,986 70	
Cost of equipment for year ended Oct. 31st, 1921	4,011 02				$120,302 28
		132,374 49	Deferred Credit Items:		
Townsite property—North Cobalt		232,189 35	War Tax		15
Working Assets:					
Accounts collectible	4,628 89				
Balance due on townsite sales	6,555 61				
Bills receivable	157 36				
Balance due from agents and conductors	399 57				
		27,398 13			
Material on hand	15,656 70				
Deferred Debit Items:					
Insurance paid in advance	$14 91				
Accounts in suspense	24 75				
Surveys	1,036 92				
		1,076 58			
Other Assets:					
Franchise	$141,383 32				
Profit and Loss balance	85,606 80				
		226,990 12			
		$938,891 83			$938,891 83

PROFIT AND LOSS

To balance, October 31st, 1920	$41,094 33	Townsites	$182 60
Adjustment stores to inventory	5,025 96	By balance, October 31st, 1921	85,606 80
Result operation for year ended Oct. 31, 1921, deficit	39,669 11		
	$85,789 40		$85,789 40

COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURES AND RESULT OF OPERATION, NOVEMBER 1st, 1919, TO OCTOBER 31st, 1921

	Nov. 1st, 1920, Oct. 31st 1921		Nov. 1st, 1919, Oct. 31st, 1920	
Revenue		$ c		$ c
Passenger		89,583 92		103,078 36
Baggage		1,075 50		874 00
Special Car		505 50		592 50
Switching		9,055 14		11,969 31
Station and Car Privileges		500 00		500 00
Demurrage		509 00		2,796 00
Rents of Buildings and Other Property		740 00		485 00
Milk		.....		54 71
Total Income		101,969 06		120,349 88
Operating Expenses	Operating Ratio		Operating Ratio	
Maintenance Way and Structures	22.9	23,326 23	20.3	24,407 19
Maintenance of Equipment	27.9	28,470 35	23.7	28,498 72
Power	25.	25,536 37	18.7	22,514 26
Transportation expenses	41.3	42,117 57	39.5	47,519 70
General Expenses	10.6	10,765 96	9.3	11,271 83
Total	127.7	130,216 48	111.5	134,211 70
Other Expenditures				
Interest		2,918 62		194 51 Cr.
Rent—Lease of Road		8,503 07		9,761 43
Taxes		.....		639 45
Total		11,421 69		10,206 37
Total Expenditures		141,638 17		144,418 07
Net Result		39,669 11 Dr.		24,068 19 Dr.

MISCELLANEOUS STATISTICS

Passenger Car Hours	25,527	27,537
Passenger Car Miles	261,213	282,015
Total Passengers Carried	1,084,414	1,304,244
Average Daily Receipts	274.58	318.49
Average Receipts per Car Hour	3.57	3.80
Average Receipts per Car Mile	.34.9	.37.1
Earnings per Passenger	.08.2	.08.

STATEMENT SHOWING INVESTMENT IN ROAD AND EQUIPMENT
November 1st, 1920, to October 31st, 1921

Track and Roadway Labor	$98 26	
Poles and Fixtures	370 61	
Distribution System	1,821 03	
Passenger and Combination Cars	4,011 02	
		$6,300 92

Details of Charges:—

ROAD

Lighting Arrestors and Feeder Taps on Distribution System, New Liskeard to Kerr Lake	$1,070 33	
Siding—Bailey Mines—Mileage 3.9, Kerr Lake Branch	669 20	
Siding—Temiskaming Pulp Company—Haileybury Spur	536 29	
Siding—Right of Way Mines	14 08	
		$2,289 90

EQUIPMENT

Betterments to Passenger Cars	$3,029 06	
Installation Power Recording Meters in Cars	981 96	
		$4,011 02
		$6,300 92

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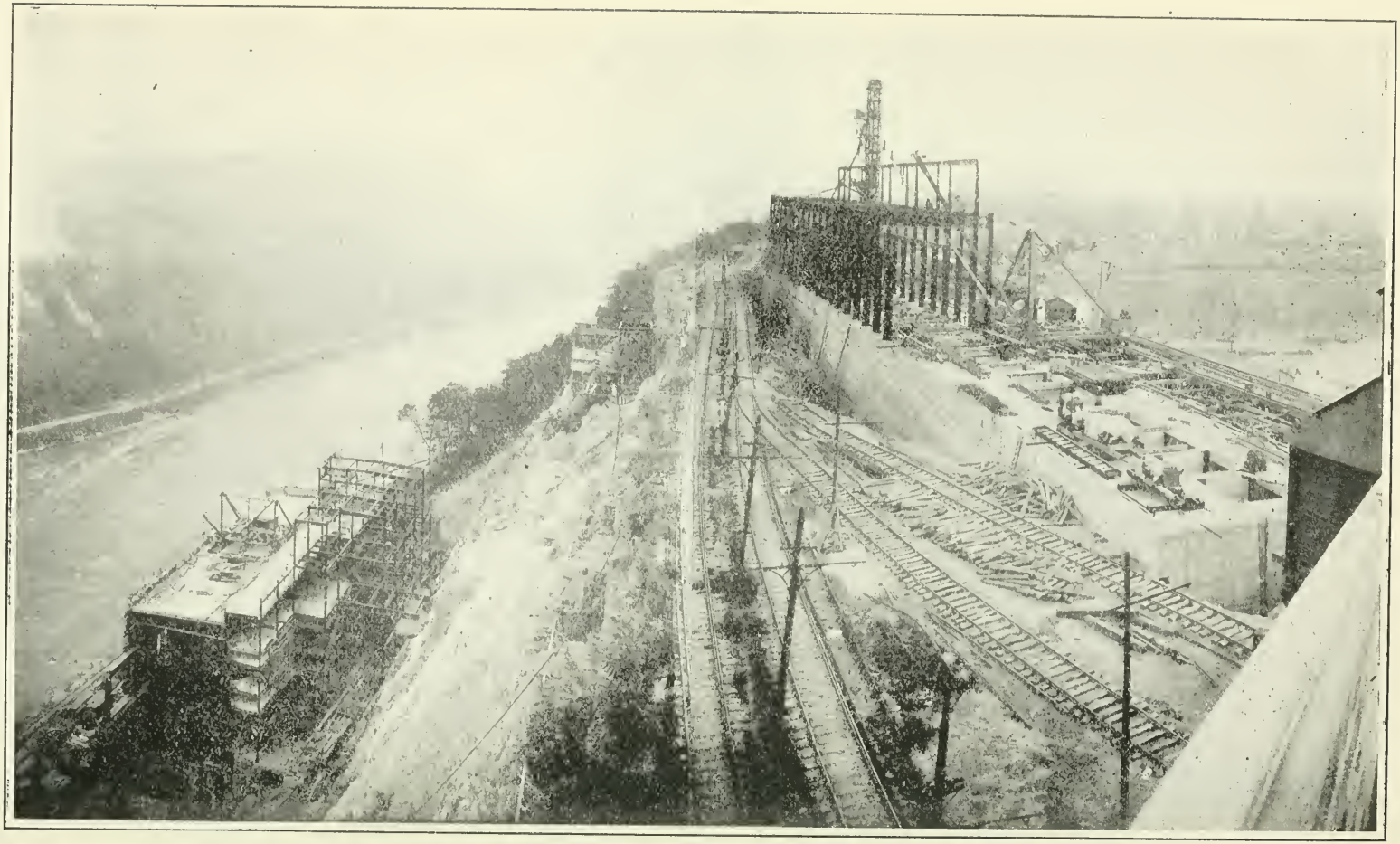

Queenston Power House: General View of Power House, Screen House and Forebay. September 1st, 1921.

Fourteenth Annual Report

OF THE

HYDRO-ELECTRIC POWER COMMISSION

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR ENDED OCTOBER 31st

1921

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

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To His Honour, The Honourable Harry Cockshutt.

Lieutenant-Governor of Ontario.

May it Please Your Honour:

The undersigned has the honour to present to your Honour, the Fourteenth Annual Report of the Hydro-Electric Power Commission of Ontario, for the fiscal year ending October 31st, 1921.

This Report covers all of the Commission's activities and also embodies those of the Municipal Electric Utilities operating in conjunction with the various systems to supply electric service to the people of the Province. The financial statements, the statistical data, and the general information herein submitted have been so arranged and presented as to give the reader a ready and intelligent grasp of every important feature of the Commission's operations.

The Report deals with the various operations of the Commission for the past year with respect to 13 main systems to which are connected 233 municipalities, 47 townships and rural districts and 48 commercial institutions. The Report also shows the cumulative results for the various periods during which operation has been maintained.

Despite the continued commercial depression prevailing throughout the year, and the continued high cost of material and labour, the Commission is again able to state that this year's operation is the most successful in its history. This is especially true of the Wasdells system, the Muskoka system and the Niagara system.

It is most gratifying to the Commission to be able to report that the increase in revenue in the municipalities in the Niagara district is such as to confirm its opinion that the revenue from the municipalities on this system will be sufficient to carry the Queenston-Chippawa development without the necessity, with but few exceptions, of having to increase the rates *to consumers.*

At the beginning of the year the Commission determined a schedule of rates to cover the estimated cost of service to all municipalities. On all of the systems the total revenue for the year under these rates was $5,419,818.81, while the cost of service made up of the cost of power, operation, maintenance, administration and interest, was $4,753,445.69 and the necessary sinking fund and reserves for renewals and contingencies amounted to $772,727.52 making a total of $5,526,173.21. After meeting all obligations in accordance with Section 23 of the Power Commission Act, the expenditures and reserves exceeded the revenue by $106,354.40 or 1.96 per cent, which has already been billed to the municipalities and taken up in their operation and balance sheets, so that the Commission's balance sheet shows neither profit nor loss.

NIAGARA SYSTEM

During the first part of the year the Commission was unable to obtain sufficient power to meet the demands of the municipalities. Arrangements were made, however, early in the year for additional power from private companies at Niagara Falls, increasing the temporary power contracts to approximately 90,000 horsepower. This additional power and the fact that the power requirements of some of the Ontario Power Company's customers were much below normal during the greater part of the year, enabled the Commission to meet the demands of the municipalities without serious curtailment. Very successful operation by the Commission of the Ontario Power Company's plant at Niagara Falls, where all machines were operating at full load during peak load hours, also assisted greatly in meeting the demands of the municipalities. Notwithstanding the fact that the commercial depression continued throughout the year, a notable increase in the demands of the municipalities took place, caused largely by the increase in domestic load brought about by the more liberal use of light, and also by the increased use of large current-consuming domestic appliances.

The local systems of the municipalities nearly all show surpluses, after providing for all operating expenses and setting aside sufficient funds for depreciation. The exceptions to this condition are twelve of the smaller municipalities and three township systems, all of which will be placed in a satisfactory operating condition by a small adjustment in rates, which will scarcely be noticeable to the consumer. The fact that there has been a shortage of power during the last few years is largely the cause of these smaller municipalities showing a loss, as it was necessary during those years to discourage the taking on of additional customers. This situation will be largely corrected during the coming year.

SEVERN SYSTEM

The Severn system is supplied from the Big Chute development on the Severn river, with arrangements for auxiliary supply from the Eugenia system, the Wasdells system, and the Orillia plant at Ragged rapids. This system supplies seventeen municipalities, located south of Georgian bay and west of lake Simcoe. The success of the financial operation of the system during the year was greatly curtailed by the dropping off of large industrial loads in Collingwood, which increased the cost of power supplied to the other municipalities. With the return to normal commercial conditions, and with the addition of a large number of industrial loads in other municipalities, it is expected that during the coming year this system will again show a very satisfactory operating report.

EUGENIA SYSTEM

The Eugenia system is supplied with power from a generating plant located at Eugenia Falls, on the Beaver river, about twelve miles south of Georgian bay, and serves twenty-four municipalities in the surrounding district.

The conditions on this system for the current fiscal year show a great improvement over those of the preceding year, the total average load sold by the system being 1,343.4 horsepower in excess of the load of the previous year; an increase of approximately 40 per cent. The revenue collected for the fiscal year from the various municipalities and companies served was approximately $84,000 in excess of that of the previous year. The load increased in all but four of the municipalities; in two of these, the average consumption was equal to that of the previous year, and in the remaining two, the decrease only amounted to about 10 horsepower in each case. Greatly increased demands occurred at Durham, Hanover and Neustadt; Durham and Hanover showing an increase of approximately 100 per cent., and Neustadt an increase of approximately 50 per cent. This increase in demand is all of a permanent character. Conditions have been still further improved since the close of the fiscal year, which points to the probability of much greater demands during the coming year. There is every indication that the municipalities served by the Eugenia system have recovered from the industrial depression experienced during the past few years.

During this year, this system was extended to supply Kincardine, Lucknow, Priceville, Ripley, Teeswater, and Wingham, and it is proposed to further extend the transmission lines to supply other municipalities at the western limit of the system. These additional loads have greatly assisted in reducing the cost of power to all of the municipalities on this system, and the extensions have made service possible to a large portion of this section of the Province. It is proposed to supply a number of rural power districts from these lines, and arrangements are being made at the present to serve a number of these consumers. These new loads and the increase in the loads of the other municipalities on the system have loaded the Eugenia generating plant almost to capacity, and the Commission has now under consideration the matter of obtaining an additional power supply for this system.

WASDELLS SYSTEM

This small system, with generating plant located at Wasdells Falls on the Severn river, supplies six villages and two industrial loads located east of lake Simcoe. The plant has been in operation since 1914.

The year's results of the operation of this system are most gratifying, and the showing made by the various municipalities, both locally and as a system, was better than for any previous year. Although no large industries were added during the year, every municipality, except one, established a greater demand than that of the preceding year. Also every municipality on the system, with the exception of one, shows a surplus after all items of expense and fixed charges, inclusive of interest and sinking fund, and renewals have been met. Arrangements have been completed for taking on two additional municipalities at the southern limit, which will greatly assist in lowering the cost of power to all the municipalities on the system, and the extension of these lines through a large agricultural district will reach a large number of rural customers, with whom arrangements are being made for service.

MUSKOKA SYSTEM

The Muskoka system, located in the southern part of the Muskoka district, and supplied from a development at High Falls, on the Muskoka river, serves the municipalities of Huntsville and Gravenhurst. This system operated very satisfactorily throughout the year, there being sufficient power to meet all requirements of the system. Both municipalities have a very gratifying financial showing for the year's operation.

ST. LAWRENCE SYSTEM

The St. Lawrence system serves the district immediately to the north of the St. Lawrence between Brockville and Cornwall and north thereof. The supply of power is purchased from the Cedar Rapids Transmission Company. The maximum load during the year, as purchased from the Cedar Rapids Company, amounted to over 5,000 horsepower, which is practically double the amount for the previous year.

During the year, five new municipalities were added to the system and five other municipalities voted for supply from the Commission, and it is expected that they will be connected up during the coming year. A number of rural power districts were also established and construction is now under way.

Radical changes in the older part of the system will be required so as to permit of transmitting power at higher voltage, and growth of load and the addition of municipalities has required a capital expenditure on the System, during the year, of approximately $200,000. The Commission has concluded negotiations for delivery of a block of power to another large industry locating at Brockville, which will necessitate a further increase in capital expenditure.

RIDEAU SYSTEM

The Rideau system serves the district in the vicinity of Smith Falls, Perth and Carleton Place. Power is obtained from the new hydro-electric development at High Falls, on the Mississippi river, from the Rideau Power Company, at Merrickville, and from the Carleton Place plant. The load on the system increased approximately 25 per cent. The amount of power purchased from the Rideau Power Company was less than during the previous year, chiefly because there was available throughout the year an abundance of power from the High Falls generating plant.

One municipality was added to this system during the year, and construction work is nearly completed on lines to serve another. Both these municipalites were greatly in need of a reliable source of power.

Negotiations have been concluded between the Commission and a Company, for the delivery to the Company of a large block of power for industrial purposes. The addition of this load will greatly assist in utilizing the reserve generating capacity of the system. The contract with this industry is a short term agreement, and it is considered advantageous, as the power will be available for the municipalities when they are able to utilize the full capacity of the plant themselves.

The Commission will be able to deliver the anticipated requirements of the system during the next fiscal year from the High Falls plant without operating the Carleton Place plant. There is still an appreciable amount of reserve power on the system available to supply additional loads.

THUNDER BAY SYSTEM

The Thunder Bay system is located north of lake Superior, and for the past ten years power has been supplied to the city of Port Arthur by the Commission under a contract with the Kaministikwia Power Company. Owing to the fact that this Company did not have sufficient capacity to supply the future power requirements of the district, it was necessary for the Commission to construct a development on the Nipigon river, approximately 60 miles from the city of Port Arthur. During the year power was delivered to the city of Port Arthur for the first time from this Development.

Owing to the effect of the commercial depression on the pulp and paper industries, which are the largest basic industries in this district, the demand on the system was not as great as was anticipated. However, with the resumption of normal commercial conditions, the power loads on this system will increase very rapidly, as large blocks of power are required for the development of the pulp wood concessions, which have been granted by the Provincial Government, and it is expected that before the end of the coming year it will be necessary to install additional capacity in the Nipigon plant to meet the demand for these industries.

CENTRAL ONTARIO SYSTEM

The Central Ontario system was purchased by the Government of the Province of Ontario on March 1st, 1916, and is still owned by the Province. The Commission, by Order-in-Council of May 5th, 1916, was appointed Trustee to operate the system on behalf of the Government, and commenced its duties in this respect on June 1st, 1916. The system has been operated by the Commission with full regard to its duties as Trustee and to the public who are the users of the service supplied.

From time to time, as demand increased, the generating and transmission capacity of the system has been increased. Many improvements have been made to the various constituent properties of the system so as to improve the efficiency and lower the cost of operation.

Since operation was begun by the Commission, nine municipalities in the district entered into contracts with the Commission and now receive a supply of power on a cost basis, each municipality distributing power within its own borders. Three of these municipalities—Havelock, Marmora and Norwood—were first furnished with service in the early part of the past year.

The load on the system increased slightly over that of the preceding year, in spite of the industrial depression which curtailed considerably the production of many factories.

The stream flow of the Trent river, on which all of the generating stations on the Central Ontario system are located, was considerably larger at the low-

stage period of 1921 than at the corresponding period of 1920. This made it unnecessary to speed up the construction of the new Ranney Falls generating station, and it was decided to carry the construction to completion at a normal rate of progress. The scheduled date of completion is now June 1st, 1922, and the avoidance of undue haste is resulting in very economical construction. The completion of the plant will add 10,000 horsepower to the capacity of the system.

The financial results of the year's operations were satisfactory, particularly in view of the industrial inactivity. The revenue was sufficient to meet all costs of operation, all interest charges, and to provide substantial reserves for renewals, contingencies and sinking fund on that portion of the investment for which sinking fund provision is required. The total accumulated reserve now amounts to $912,114.52, or nearly 8 per cent. of the total capital investment.

The Campbellford Pulp Mill was operated until March 15th, 1921, and was then closed down as all contracts had been filled, and the market was in such a condition as to make operation impossible except at a loss. The mill remained closed until the end of the year as market conditions remained unsatisfactory.

Respectfully submitted,

ADAM BECK

Chairman

TORONTO, ONT., March 30th, 1922

COLONEL SIR ADAM BECK, KT., LL.D.,

Chairman, Hydro-Electric Power Commission of Ontario,
Toronto, Ont.

SIR,—I have the honour to transmit herewith the Fourteenth Annual Report of the Hydro-Electric Power Commission of Ontario for the fiscal year ending October 31st, 1921.

I have the honour to be,

Sir,

Your obedient servant,

W. W. POPE

Secretary

HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

COLONEL SIR ADAM BECK, Kt., LL.D., Chairman.

LT.-COL. HON. D. CARMICHAEL, D.S.O., M.C.

FRED R. MILLER, Esq.

W. W. POPE, Secretary.

F. A. GABY, Chief Engineer.

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FOURTEENTH ANNUAL REPORT

OF THE

Hydro-Electric Power Commission of Ontario

SECTION I

LEGAL PROCEEDINGS

HIS Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, in 1921, passed five special Acts relating to the work of the Hydro-Electric Power Commission of Ontario. These Acts are reproduced in full as an Appendix to this Report. The short titles of the Acts are as follows:

The Power Commission Act, 1921, Chapter 20.

The Rural Hydro-Electric Distribution Act, 1921, Chapter 21.

The Guelph Railway Act, 1921, Chapter 22.

The Toronto Power and Railway Purchase Act, 1921, Chapter 23.

The Toronto Radial Railway Act, 1921, Chapter 24.

Prior to 1920, By-laws numbers, also copies of Agreements, in connection with the supplying of electrical power and energy by the Hydro-Electric Power Commission of Ontario, to various municipalities, companies and other parties, were incorporated in provincial statutes and were reproduced in the legal section of the Annual Reports of the Commission.

In 1920, the Power Commission Act (R.S.O., 1914, Chap. 39) was amended by the Power Commission Act, 1920, Chapter 18. Under section three of the said Act of 1920, two new sections, numbers 21a and 21b, were added to the original Act, and are as follows:

21*a*. Notwithstanding anything contained in section 21 it shall not be necessary to obtain the approval of the Lieutenant-Governor in Council to any contract for a supply of electrical power or energy by the Commission to any person from works which the Commission has acquired or constructed and is operating for the distribution of electrical power or energy;

21*b*. Where the Commission has heretofore entered or shall hereafter enter into an agreement for the supplying of electrical power or energy or

for any other work or service to be done or supplied by or to the Commission, and such agreement has been or shall hereafter be submitted to and approved by the Lieutenant-Governor in Council such agreement shall thereupon be confirmed and be legal, valid and binding upon the parties thereto and shall not be open to question upon any grounds whatsoever, anything in this Act or in any other Act to the contrary notwithstanding.

In 1921, the By-laws were confirmed in the Power Commission Act as in previous years. The Agreements, however, under the above mentioned Amendment, are now confirmed by Order-in-Council, and therefore do not appear in the Statutes of 1921.

An Order in Council is now pending, confirming the Agreements for 1920 and 1921 which the Commission has entered into with various municipalities and other parties for the supply of electrical power and energy, or for other work or services, to be supplied by or to the Commission. These said Agreements are as follows:

Town of Thorold.
Town of Merritton.
Village of Newbury.
Village of Wardsville.
Village of Port Dover.
Village of Queenston.
Village of Thedford.
Village of Alvinston.

Town of Uxbridge.
Town of Alexandria.
Town of Kincardine.
Town of Wingham.
Village of Wroxeter
Village of Port Perry.
Village of Norwood.
Village of Lakefield.
Village of Teeswater.
Village of Lucknow.
Village of Lancaster.
Village of Lanark.
Village of Maxville.
Police Village of Martintown.
Police Village of Apple Hill.
Police Village of Kirkfield.
Police Village of Priceville.
Township of Winchester.
Township of Elizabethtown.
Village of Kemptville.
Township of Beverley.
Township of Yarmouth.
Township of Raleigh.
Township of North Dorchester.
Township of Westminster.
Township of Charlottenburg.
Township of West Nissouri.
Township of South Dorchester.
Township of Brantford.
Township of Nottawasaga.
Township of Howard.
Township of Thorold.
Township of Orford.
Township of Nepean.
Township of Edwardsburg.
Township of Augusta.
Township of North Oxford.
Township of Willoughby.
Township of East Nissouri.
Township of Crowland.
Township of Harwich.
Township of Artemesia.
Township of Bertie.
Township of Stamford.
Township of Kinloss.
Township of Chatham.
Township of Sandwich East.

The Ontario Rock Company, Limited.
His Majesty the King represented by the Minister of Militia and Defence.
Arthur Pequegnat Clock Company.
G. W. MacFarlane Engineering, Limited.
Nipigon Fibre and Paper Mills, Limited.
Brunner-Mond Canada, Limited.
County of Welland.
The Standard Steel Construction Company, Limited.
Brantford Sand and Gravel Company, Limited.
The Dominion Sugar Company, Limited.

The Ontario Power Company of Niagara Falls.
The Water & Light Commission of the Town of Campbellford.

The Municipal Corporation of the Town of Orillia, represented by the Orillia Water, Light & Power Commission.

The Water & Light Commission of the Town of Preston.

RIGHT-OF-WAY AND LANDS

With the growth and expansion of the work of the Commission as a whole, the work of the Right-of-Way and Land Department has also increased. During the year 1921, the work of the Department covered territory extending from Windsor on the west to Alexandria on the east, also areas in the vicinity of Port Arthur and Nipigon.

Rural Power Lines

Under an Act passed at the last Session of the Ontario Legislature, granting financial assistance in the matter of constructing Rural Power Lines, agreements have been made and construction has actually been started in a number of Rural Municipalities, including the following Townships:

Nepean, West Flamboro', Saltfleet, Ancaster, Niagara, Howard, Beverley, North and South Dorchester, Yarmouth, Nottawasaga.

Lines on Provincial Highways

Construction work carried on by the Department of Public Highways has necessitated in many cases changes in the locations of power line poles which had been erected on these highways prior to their assumption by the Highways Department. A scheme of co-operation has been arranged whereby, upon the request of the Provincial Highways Department, the Commission's Right-of-Way Department takes care of this work.

The Provincial Highways Department has appointed a Forester whose duty it is to superintend the removal, trimming and planting of trees on the Provincial Highways. Where it is found necessary to remove or trim trees on account of the erection of Power Lines on these Highways, the work is now done under instructions of this official. This arrangement has proved satisfactory to all parties.

Toronto and Niagara Power Company

The purchase of this Company by the Commission has involved the investigation of nearly two thousand titles in the Registry Offices of the different counties in which the right-of-way and other lands of that Company are situated; namely, York, Peel, Halton, Wentworth, Lincoln, Welland, Haldimand, Brant and the City of Toronto. This work rendered it necessary to employ some temporary help in this Department for a part of the year.

Queenston-Chippawa Development

The building of a railway to connect the Michigan Central Railroad near Queenston with the new Power House at that place, and the consequent change in location of some of the tracks of the International Railway, necessitated the purchase and exchange of several parcels of land.

Short term Easements were secured from a number of owners for the right to construct temporary power lines on their property in connection with the work on the Chippawa Canal.

Guelph Street Railway

The purchase of the Guelph Street Railway has been completed, the necessary debentures issued, the assets of the Company taken over, and the Railway is now operated by this Commission for the City of Guelph.

Essex County Railway Lines

To extend and improve the lines of the Sandwich, Windsor and Amherstburg Railway and the Windsor and Tecumseh Railway, an additional issue of Bonds to the amount of $900,000 was found necessary. The consent of the different municipalities interested was obtained and by-laws providing for the debenture issue were duly passed after which the debentures were duly deposited with the Commission. Several changes in the right-of-way of the lines were made and the required transfers of land were obtained.

Nipigon Lines.

A number of sites on which it is proposed to erect Operators' Residences at different points on the line have been purchased. Several claims for pole rights and damage claims have been settled and the right-of-way for this line for some distance east of Port Arthur has been purchased.

Negotiations have also been carried on with the Dominion and Provincial Governments in connection with the water power development at Cameron Falls.

St. Lawrence Development

Estimates of the value of lands to be submerged or otherwise used in connection with the proposed St. Lawrence Development have been prepared.

Queenston-Hamilton High Tension Line

The work of securing easements for tower rights for the Queenston-Hamilton High Tension Line was taken up actively during the latter part of

the year, and approximately seventy-five per cent of the required tower rights have been secured.

The purchase of a station site at East Hamilton has also been completed.

Low Tension Lines

Apart from the new Rural Power Lines, less low tension work was carried on during 1921 than in any year for some time past. The following are the principal lines constructed during the year.

1. Simcoe to Port Dover.
2. Line to the Dominion Sugar Company's Factory at Wallaceburg.
3. Line to the new Stamford Township Station.
4. Merrickville to Kemptville.
5. Lanark to Balderson.
6. Welland to Rock Crusher Station.
7. Line to Cornwall Pulp Company Station.

A number of settlements for outstanding pole and tree rights on the St. Lawrence System were also completed.

Miscellaneous

A few outstanding claims on the High Tension Line from Dundas to Toronto (Sec. BB) were cleaned up during the year. This line is now complete.

A number of parcels of land in the Town of Essex, Dutton, Peterboro', and other places, which were no longer required by the Commission have been sold and the necessary conveyances passed. Several parcels of land in the Township of Stamford not in immediate use have been leased for short terms.

Many claims for damages and other demands have been investigated and satisfactory adjustments have been made.

SECTION II

TRANSMISSION SYSTEMS

The various extensions of the St. Lawrence System in Stormont County and of the Eugenia System in Bruce County, which were nearing completion at the beginning of the year, have been completed and placed in operation.

Considerable attention has been given during the year to the replacing of some of the smaller conductors on our low-tension lines where the capacity was insufficient for the increased load and where the conductors were not strong enough to withstand the various mechanical loads to which they were subjected from time to time.

During the year the extension of the 110,000 volt lines of the Niagara System was undertaken so as to provide for the distribution of the power about to be delivered from the new Queenston Generating Station. The first to be built was a tie line from that station to the Niagara Transformer Station at Niagara Falls. The conductors are steel-reinforced aluminum, having an aluminum cross-section of 500,000 c.m. and are supported by steel towers and suspension insulators. They are designed to carry from 50,000 to 75,000 h.p. over each circuit, and are installed largely to provide for the temporary interchange of power until the 110,000 volt system radiating from the new Queenston Generating Station is established. This line, which is about five and a half miles long, is carried largely on the property of the Hydro-Electric Power Commission which was secured for the building of the Chippawa Canal and, by agreement, on the right-of-way owned by the Ontario Power Company through the municipality of Niagara Falls.

Disconnecting switches have been placed in this line, which is tapped into the 110,000 volt feeders between Niagara Falls Station and Dundas Station in such a way that power can be interchanged between Queenston and the other generating plants at Niagara Falls.

Some idea of the congestion caused by the utilization on an extensive scale of a natural power, such as Niagara Falls, with its complement of local industry, can be gathered from the fact that it was necessary to string seven wires for this double-circuit line over forty-four wire crossings, varying from communication circuits to 60,000 volt power lines, each of which was continued in service during the construction work. Mention should be made of the employees who carried out this rather hazardous work without interruption to the various circuits and without accident.

During the year, work was started on a trunk line from Queenston to a point on the existing 110,000 volt transmission lines north of the town of Burlington. This line passes through the highly-developed agricultural district of the Niagara Peninsula, generally paralleling the Grand Trunk Railway through the Peninsula and across Hamilton Beach to the village of Burlington, thence it strikes across country to an intersection with the Dundas-Toronto lines. A connection is being made to the proposed Hamilton Station, which is located on the boundary of the townships of Barton and Saltfleet, a short distance south of Burlington Bay.

On account of the increased load in the different municipalities, it was found advisable during the year to add conductors to the existing structures operating at 110,000 volts, where double-circuit towers had been provided for this purpose.

A circuit of steel-reinforced aluminum conductors, from Dundas Station to Kitchener, was installed during the year, and one of the circuits, between Dundas and York, for which structures were provided some time ago, is being erected. This latter conductor is 500,000 c.m. steel-reinforced aluminum. Upon completion of this circuit, all of the tower space provided for future conductors in steel tower construction to date will be used, except that for the circuit between Kitchener and Stratford and a circuit between Dundas and York.

The Nipigon System, which was reported upon last year, was put in service at 60,000 volts in the early part of the year and at 110,000 volts during the summer.

Various extensions have been made to the low-tension systems, among which might be mentioned the following lines:—From Merrickville to Kemptville, to operate at 26,000 volts; service to the Galt, Preston, and Hespeler Electric Railway, at Brantford, at 26,400 volts, and Preston at 13,200 volts; and service to Doon and Freeport revised and extended so as to provide for 2,200 volts transmission.

The extension to the Eugenia System from Hanover west to Wingham, Teeswater, Kincardine, Ripley, and Lucknow was placed in service in December, 1920. A circuit of 3/0 steel-reinforced aluminum was added to the present line from Durham to Hanover to provide additional capacity at this latter point.

On the Severn System the work of increasing the conductor size was started on one line on the section from the Big Chute Generating Station to Waubaushene Station.

In the following pages are given tables relating to the different lines and systems built and operated by the Commission up to October 31, 1921. The tabular data are classified to show voltages, sizes of wire used, mileage of lines and number of poles, total weights of cable, number of circuits, gauge, length and weight of conductors including ground cable and telephone wire, under construction and as revised to October 31, 1921. A separate report is given of the lines formerly the property of the Ontario Power Company, but now owned and operated by the Commission. A complete tabulation of lines divided into the various systems is also given. These tables contain construction data on the various sections of line of each system, together with the date of placing each section into service.

TRANSMISSION LINE RECORDS—TOTAL MILEAGE

The total mileage of lines built and acquired by the Commission up to October 31st, 1921, for the various systems is indicated in the following table:

System	Miles
Ontario Power Company	88.67
Niagara System—110,000 volts, steel tower lines	466.92
Niagara System—46,000 volts, and less, steel and wood supports	1,007.38
Essex County System	57.40
Severn System	178.13
Eugenia System	295.71
Wasdells System	78.74

Muskoka System	26.32
St. Lawrence System	146.71
Rideau System	81.62
Thunder Bay System	84.72
Central Ontario System	464.57
Nipissing System	24.70
Total	3,001.59

110,000 VOLT STEEL TOWER TRANSMISSION LINES

Lines Completed and Under Construction to October 31st, 1921

Completed, 466.92 miles. Under construction, 54.88 miles. Total, 521.80 miles.

Total Mileage of 110,000 Volt Lines and Number of Towers

	To Oct. 31, 1920	Oct. 31, 1920 to Oct. 31, 1921	Totals to Oct. 31, 1921
Total mileage completed	466.92	.....	466.92
Total mileage under construction	.....	54.88	54.88
Total mileage of single circuit lines completed	140.34	.....	140.34
Total mileage of double circuit lines completed	326.58	.....	326.58
Total mileage of double circuit lines under construction	.....	54.88	54.88
Number of towers erected	4649	.....	4649
Number of towers under construction	.....	398	398

Total mileage of lines double-circuited during Oct. 31, 1920, to Oct. 31, 1921—8.14 miles.

Total mileage of lines being double-circuited Oct. 31, 1921—35.99 miles.

Total mileage of lines completed to Oct. 31, 1921, includes 34.00 miles of line on which towers only are erected.

110,000 VOLT STEEL TOWER TRANSMISSION LINES

Total Weights and Mileages of Conductors

Cable	Wire Miles.			Weight in Pounds		
	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921
S.R.A.C.	1357.26	.....	329.28	3,485,006	.....	1,324,182
Copper	945.66	.....	.....	2,822,089	.....	.....
Total	2302.92	.....	329.28	6,307,095	.....	1,324,182

110,000 VOLT STEEL TOWER TRANSMISSION LINES

Gauge, Length and Weight of Conductors

Brown & Sharpe Gauge	Wire Miles			Weight in Pounds			Miles—Single Circuit Lines.			Miles—Double Circuit Lines			Total Miles Single and Double Circuit Lines completed Oct. 31, 1921
	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921	
605,000cm.,S.R.A.C.	.....	....	285.00	.....	.....	1,173,630	....	....	....	...	...	47.50	.....
500,000 c.m., "	.....	....	44.28	.....	....	150,552	....	....	....	....	...	7.38	.....
336,400 c.m., "	575.64	....	....	1,606,035	....	.....	25.26	....	....	83.31	...	....	108.57
312,000 c.m., "	585.66	....	....	1,522,716	....	.....	25.09	....	....	85.66	...	....	110.75
266,800 c.m., "	195.96	....	....	356,255	....	.....	55.99	....	....	...	...	....	55.99
211,600 c.m., Copper	328.80	....	....	1,134,360	....	.....	....	....	....	54.80	...	....	54.80
167,800 c.m., "	616.86	....	....	1,687,729	....	.....	....	....	....	102.81	...	.....	102.81
Total.....	2,302.92	....	329.28	6,307,095	....	1,324,182	106.34	....	....	326.58	...	54.88	432.92

Miles of single circuit lines total 106.34 miles—does not include 34.00 miles of line, towers only erected.

DESCRIPTION OF LINES

High Tension 110,000

New Section Number	Old Section Number	From	To	Aver. Spans feet	Miles	No. of Towers
N1 x 2	A	Niagara Trans. Sta.	Dundas Trans. Sta.	550	51.43	570
N1 x 2	AA	" " "	" " "	630	50.00	451
N2 x 13	Pt. B1 x B2	Dundas " "	Cooksville " "	550	27.20	295
N13 x 16	Pt. B1 x B3	Cooksville " "	York " "	550	6.73	74
N16 x 3	Pt. B1 x B4	York " "	Toronto " "	550	5.10	62
N2 x 16	BB	Dundas " "	York " "	630	34.00	300
N2 x 12	C	Dundas " "	Brant " "	550	22.65	251
N12 x 10	D	Brant " "	Woodstock " "	550	21.83	231
N10 x 4	E	Woodstock" "	London " "	550	25.45	278
N2 x 5	F	Dundas " "	Guelph " "	550	25.26	270
N5 x 6	G-1	Guelph " "	Preston " "	550	10.73	115
N6 x 7	G-2	Preston " "	Kitchener " "	550	8.14	91
N7 x 8	H	Kitchener " "	Stratford " "	550	25.09	267
N8 x 9	I	Stratford " "	St. Marys " "	550	13.53	147
N9 x 4	J	St. Marys " "	London " "	550	23.59	250
N4 x 11	K	London " "	St. Thomas " "	550	13.38	141
N11 x 14	L	St. Thomas "	Kent " "	660	58.04	486
N14 x 15	M	Kent " "	Essex " "	660	44.77	370
			Total Mileage.....		466.92	

NOTE.—Section "A" has fifty miles of 312,000 c.m. S.R. Alum. and one mile of
Section "B" has 35.3 miles of 312,000 c.m. S.R. Alum. and 3.80 miles of
Section "H" has 23.90 miles of 312,000 c.m. S.R. Alum. and 1.19 miles of

Lines Under Construction.

N50 x 51	.....	Queenston Gen. Sta.	Niagara Trans. Sta.	550	5.38	55
N50 x 53	.....	" " "	Saltfleet Jct. N53	880	39.50	233
N53 x 17	.....	Saltfleet Jct. N53	Hamilton Trans. Sta.	880	2.00	12
N53 x 52	.....	Saltfleet Jct. N53	Freeman's Jct.	880 &450	8.00	79 [T.P. CO. [19HEPC

Lines Double Circuited.

N2 x 5	F	Dundas Trans. Sta.	Guelph Trans. Sta.	Dec. 6, 1921.
N5 x 6	G1	Guelph " "	Preston " "	Nov. 17, 1921.
N6 x 7	G2	Preston " "	Kitchener " "	Sept. 12, 1921.

—NIAGARA SYSTEM

Volt, 25 Cycles **October 31, 1921**

No. of Circuits	Power Cable	Ground Cable	In Operation	Size of Original Conductors	Re-strung Date
2	312,000 c.m. SRAC.	5/16" Steel	Oct., 1910	4/0 Alum.	Mar., 1915
2	211,600 c.m. Copper	" "	Feb., 1915	4/0 "	Oct., 1918
2	312,000 c.m. SRAC	" "	Mar., 1911	3/0 "	Oct., 1917
2	312,000 c.m. "	" "	Mar., 1911	3/0 "	Oct., 1917
2	312,000 c.m. "	" "	Mar., 1911	3/0 "	Oct., 1917
1	500,000 c.m. "	" "	....	....	....
2	336,400 c.m. "	" "	Nov., 1910	3/0 "	Oct., 1914
2	336,400 c.m. "	" "	Nov., 1910	3/0 "	Oct., 1914
2	336,400 c.m. "	" "	Dec., 1910	3/0 "	Oct., 1914
2	336,400 c.m. "	" "	Oct., 1910	3/0 "	June, 1915
2	266,800 c.m. "	" "	Oct., 1910	3/0 "	June, 1915
2	266,800 c.m. "	" "	Oct., 1910	3/0 "	June, 1915
1	312,000 c.m. "	" "	Dec., 1910	3/0 "	Dec., 1919
1	266,800 c.m. "	" "	Dec., 1910	3/0 "	June, 1915
1	266,800 c.m. "	" "	Dec., 1910	3/0 "	June, 1915
2	336,400 c.m. "	" "	Dec., 1910	3/0 "	Oct., 1913
2	167,800 c.m. Copper	" "	Aug., 1914	.....	.....
2	167,800 c.m. "	" "	Aug., 1914	.....	.....

211,600 c.m. copper.

211,600 c.m. copper from limits to Toronto Sub.

266,800 c.m. S.R. Alum.

2	500,000 c.m. SRAC.	5/16" Steel	.....	.....	.....
2	605,000 c.m. "	" "	.....	.....	.....
2	500,000 c.m. "	" "	.....	.....	.....
2	605,000 c.m. "	" "	.....	.....	.....
2	190,000 c.m. Copper	" "	.....	.....	.....

DESCRIPTION OF LINES—NIAGARA SYSTEM
HIGH TENSION TELEPHONE AND RELAY LINES

Section No.	From	To	Length of pole Avg. ft.	Avg. Span feet	Miles	No. of Poles	No. of Circuits	B. & S. & B. W. G. Gauge Circuits	Remarks
A	Niagara Trans. Sta.	Dundas Trans. Sta.	30	132	54.16	2204	4	2-No. 9 B. & S. Copper 2-No. 10 " "	No. 12 B. & S. Copper, old. Relay not in use.
AA	" " "	" " "	30	132	50.00	1405	1	No. 9 B. & S. " "	
B	Dundas " "	Toronto City Limits	30	132	35.87	1519	3	2-No. 9 B. & S. 1-No. 10 " "	
BB	" " "	York Trans. Sta	30	132	.....	...	..		Towers only erected
C	" " "	Brant " "	30	132	22.90	957	2	1-No. 9 B. & S. Copper 1-No. 10 " "	
D	Brant " "	Woodstock " "	30	132	21.53	888	2	1-No. 9 B. & S. Copper 1-No. 10 " "	
E	Woodstock " "	London " "	30	132	26.03	1074	2	1-No. 10 B. & S. Copper 1-No. 11 " "	
F	Dundas " "	Guelph " "	30	132	26.12	1093	2	1-No. 10 B. & S. Copper 1-No. 11 " "	
G-1	Guelph " "	Preston " "	30	132	12.78	535	2	1-No. 10 B. & S. Copper 1-No. 12 " "	
G-2	Preston " "	Kitchener " "	30	132	9.09	400	2	1-No. 10 B. & S. Copper 1-No. 12 " "	
H	Kitchener " "	Stratford " "	30	132	28.75	1164	2	1-No. 10 B. & S. Copper 1-No. 11 " "	
I	Stratford " "	St. Mary's " "	30	132	15.28	634	2	1-No. 10 B. & S. Copper. 1-No. 12 " "	
J	St. Mary's " "	London " "	30	132	27.81	1204	2	1-No. 10 B. & S. Copper. 1-No. 11 " "	
K	London " "	St. Thomas " "	30	132	16.09	696	2	1-No. 10 B. & S. Copper. 1-No. 12 " "	
L	St. Thomas " "	Kent " "	30	132	58.04	2370	2	No. 9 B. & S. Copper.	
M	Kent " "	Essex. " "	30	132	44.77	1829	2	No. 9 B. & S. Copper.	
N50x51	Queenston Gen. Sta.	Niagara " "	25	150	6.16	225	2	No. 9 B.&S.H.D.Copper.	
		Total	Mileage	.....	455.38				

TRANSMISSION LINES (2,200 to 110,000 Volts)

Up to October 31st, 1921, the following lines, of voltages varying from 2,200 to 110,000 volts, were completed and placed in service. The mileage of these lines is distributed among the various systems as follows :

SYSTEM.	MILES
Niagara System	1,007.38
Severn System	178.13
Eugenia System	295.71
Wasdells System	78.74
Muskoka System	26.32
St. Lawrence System	146.71
Rideau System	81.62
Thunder Bay System	84.72
Central Ontario System	142.24
	2,041.57

This total does not include the 110,000 volt steel-tower lines of the Niagara System , or lines acquired by the Commission. On October 31st, 1921, there were under construction 7.81 miles of transmission lines of voltages varying from 4,000 to 26,400 volts. The mileage of these lines is distributed among the various systems as follows :

Niagara System ..... 7.81 miles.

LINES COMPLETED AND UNDER CONSTRUCTION
October 31, 1920—October 31, 1921

Voltages	Miles Completed	Miles Under Construction	Total Miles
110,000	48.05	....	48.05
44,000	31.22	....	31.22
40,000	18.09	....	18.09
26,400	12.37	.81	13.18
12,000	.69	....	.69
4,000	39.24	7.00	46.24
2,300	12.55	....	12.55
Total.....	162.21	7.81	170.02

MILES OF TRANSMISSION LINES COMPLETED AND UNDER CONSTRUCTION BY THE LINE CONSTRUCTION DEPARTMENT FOR THE VARIOUS SYSTEMS:
October 31, 1920, to October 31, 1921

SYSTEM.	MILES
Niagara System	19.66
Severn System	.....
Eugenia System	28.99
Wasdells System	.....
Muskoka System	.....
St. Lawrence System	49.60
Rideau System	17.10
Thunder Bay System	48.05
Central Ontario System	6.62
Total	170.02
Span Miles—single circuit	168.97
Span Miles—double circuit	1.05
Total	170.02

Power Conductors :	MILES
Steel Reinforced Aluminum	148.81
Aluminum	.81
Copper	2.07
Steel	18.33
Total	170.02

Ground Cable :	MILES
Steel	148.54
Iron	.....
Total	148.54

Telephone Wire :	MILES
3 x 13 Steel	48.05
3 x 12 Steel	46.86
No. 6 S.-R. Aluminum	13.30
No. 9 Galv. Iron	7.14
No. 10 C.C. Steel	1.05
Total	116.40

Aluminum :	MILES
1/0 Steel Reinforced	11.64
4/0 " "	48.05
6/0 " "	1.66
2 " "	84.23
6 " "	3.23
3/0 Aluminum	.81
Total	149.62

	MILES
Copper	2.07
Total	2.07

Steel Power Cable :	MILES
5/16" Galv. Steel	6.20
3 x 12 Galv. Steel	12.13
Total	18.33

Ground Cable Steel :	MILES
1/4" Galv. Steel	22.73
9/32" " "	79.27
5/16" " "	23.82
3 x 13 " "	15.85
4 x 12 " "	6.87
Total	148.54

Average Spans for poles :
125 ft., 132 ft., 150 ft., 160 ft., 250 ft., 325 ft., and 330 ft.

TOTAL MILEAGE OF LINES AND NUMBER OF POLES

	To Oct. 31, 1920	Oct. 31, 1920 to Oct. 31, 1921	Totals to Oct. 31, 1921
Total Mileage low tension lines, completed	1,879.36	162.21	2,041.57
Total Mileage low tension lines under construction	99.30	7.81	7.81
Total Mileage single circuit lines completed	1,398.12	161.97	1,560.09
Total Mileage double circuit lines completed	455.03	.24	455.27
Total Mileage three circuit lines completed	5.74	.....	5.74
Total Mileage four circuit lines completed	20.47	.....	20.47
Total Mileage single circuit, telephone lines completed	1,451.70	115.79	1,567.49
Total Mileage double circuit telephone lines completed	68.20	.....	68.20
Total Mileage three circuit telephone lines completed	.76	.....	.76
Total Mileage telephone lines under construction	94.60	.81	.81
Number of poles erected	72,713	4,019	76,732
Number of towers erected	444	....	444
Number of poles under construction	.....	242	242

TRANSMISSION AND TELEPHONE LINES

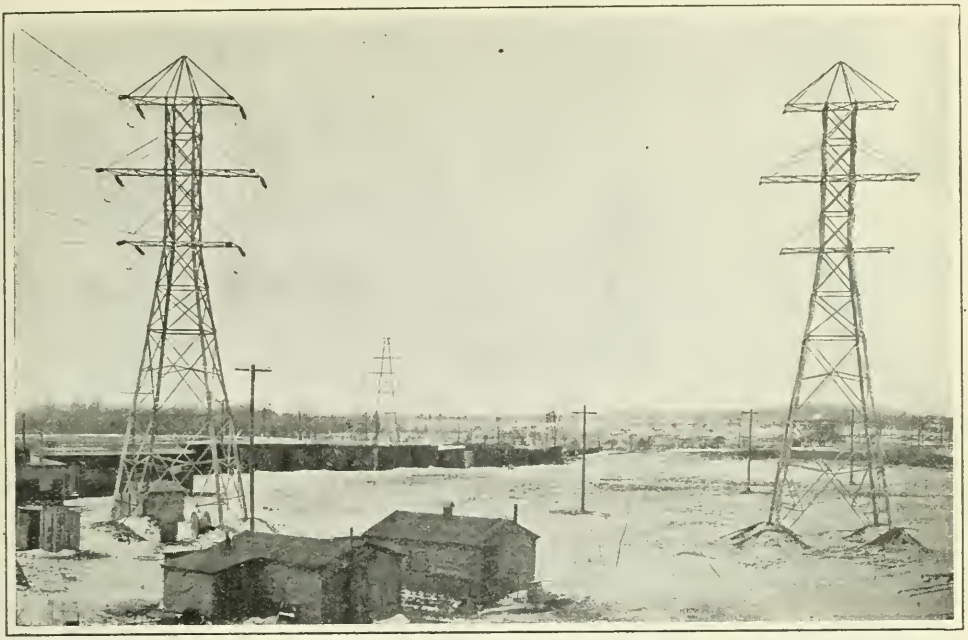
Total Weights and Mileages of Cable and Wires

Cable and Wire.	Wire Miles.			Weight in Pounds.		
	Completed to Oct. 31, 1920	Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921
Aluminum	Pow. 3,626.22	.....	Pow. 4.86	Pow. 2,614,912	.....	Pow. 4,053
Steel-Reinforced Aluminum	Pow. 1,722.75	Pow. 426.15	.....	Pow. 1,307,596	Pow. 380,206	.....
	Tel. 319.17	Tel. 26.60	Pow. 21.00	Tel. 61,281	Tel. 5,107	Pow. 10,248
Copper Wire	Pow. 1,227.24	Pow. 6.21	.....	Pow. 1,747,565	Pow. 2,658	.....
	Tel. 137.16	.....	.....	Tel. 22,741	.....	.....
Copper Clad Steel	Tel. 1,235.80	Tel.	Tel. 1.62	Tel. 208,802	.....	Tel. 249
Galv. Iron Wire	Pow. 190.14	Tel. 14.28	.....	Pow. 108,950	Tel. 4,355	.....
	Tel. 1,475.68	.....	.....	Tel. 439,045	.....	.....
Galv. Steel Cable	Pow. 455.49	Pow. 54.99	.....	Pow. 477,693	Pow. 38,101	.....
	Tel. 153.16	Tel. 190.22	.....	Tel. 57,435	Tel. 82,578	.....
Total	10,542.81	718.45	27.48	7,046,020	513,005	14,550

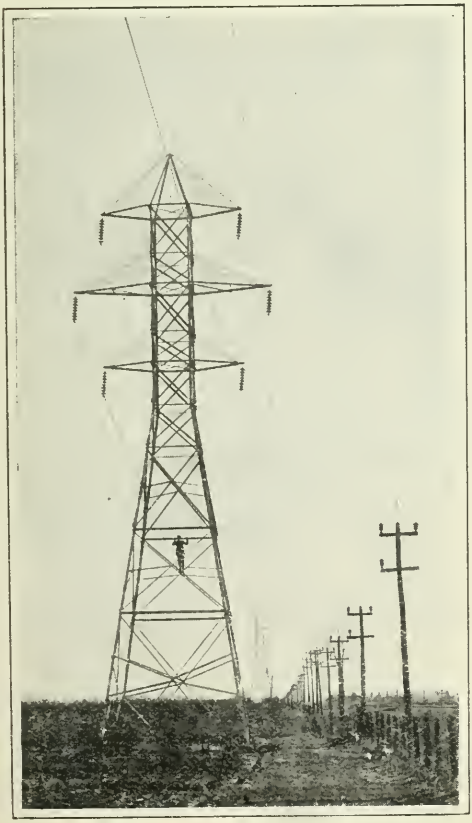
THE MILEAGE OF LINES TABULATED ACCORDING TO VOLTAGE AND NUMBER OF CIRCUITS

Voltage.	Single Circuit Totals			Double Circuit Totals			Three Circuit Totals			Four Circuit Totals			1-2-3-4 Circuit Totals			
	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921	Completed to Oct 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under Construction Oct. 31, 1921	Completed to Oct. 31, 1921
110,000	27.56	48.05	...	...	...	...	...	...	...	...	...	...	27.56	48.05	...	75.61
46,000 44,000 40,000	205.63	49.31	...	5.25	...	...	...	...	...	15.53	...	...	226.41	49.31	...	275.72
26,400	334.26	12.13	...	146.44	.24	.81	1.48	...	...	1.10	...	...	483.28	12.37	.81	495.65
22,000	243.89	...	...	188.80	...	...	.76	...	...	...	...	...	433.45	...	...	433.45
13,200	281.51	...	...	109.86	...	...	3.50	...	...	3.84	...	...	398.71	...	...	398.71
12,000	11.53	.69	...	4.68	...	...	...	...	...	...	...	...	16.21	.69	...	16.90
6,600	16.28	...	...	...	...	...	...	...	...	...	...	...	16.28	...	...	16.28
4,000	254.47	39.24	7.00	...	...	...	...	...	...	...	...	...	254.47	39.24	7.00	293.71
2,300	10.23	12.55	...	...	...	...	...	...	...	...	...	...	10.23	12.55	...	22.78
2,200	12.76	...	...	...	...	...	...	...	...	...	...	...	12.76	...	...	12.76
Total....	1,398.12	161.97	7.00	455.03	.24	.81	5.74	...	...	20.47	...	...	1,879.36	162.21	7.81	2,041.57

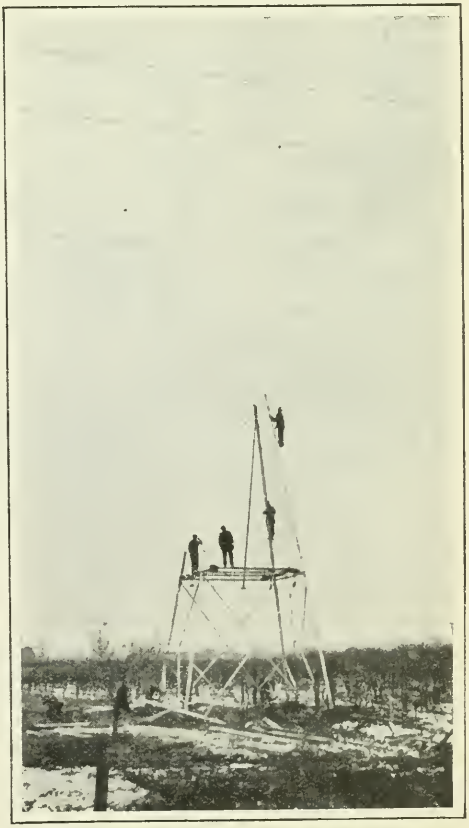
NOTE.—This sheet is based on span miles.



Terminal Tower at Queenston, 1920 type, feeding Queenston: Niagara Tie Line



Standard Suspension Tower, 1920 type, with one-degree angle: Queenston-Burlington Line



Combined Assembly and Erection of 1920-type Towers: Queenston-Burlington Line

GAUGE, LENGTH AND

TRANSMISSION LINES,

Brown and Sharpe Gauge	Wire Miles			Weight Pounds			Miles Single Circuit Lines		
	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921	Completed Oct. 31, 1920	Completed to Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921
2 Alum	529.29	.....	.....	174,136	.....	.....	86.62	.....	.....
1/0 Alum	547.41	.....	.....	286,842	.....	.....	111.89	.....	.....
2/0 Alum	152.58	.....	.....	99,940	.....	.....	25.48	.....	.....
3/0 Alum	2,166.06	.....	4.86	1,806,494	.....	4,053	281.40	.....	.....
173000 c.m. Alum	6.30	.....	.....	5,632	.....	.....	.....	.....	.....
4/0 Alum	205.40	.....	.....	226,170	.....	.....	12.00	.....	.....
345000 c.m. Alum	9.18	.....	.....	15,698	.....	.....	.....	.....	.....
6 S.R. Alum	.....	9.69	.....	.....	1,860	.....	.....	3.23	.....
2 S.R. Alum	843.48	232.41	21.00	411,618	113,416	10,248	242.80	76.99	7.00
1/0 S.R. Alum	387.09	34.92	.....	296,511	26,749	.....	123.23	11.64	.....
125000 c.m.S.R. Alum	233.34	.....	.....	214,673	.....	.....	77.78	.....	.....
3/0 S.R. Alum	83.46	.....	.....	102,405	.....	.....	26.30	.....	.....
4/0 S.R. Alum	167.67	144.15	.....	260,894	224,297	.....	55.89	48.05	.....
6/0 S.R. Alum	.....	4.98	.....	.....	13,884	.....	.....	1.66	.....
336000c.m.S.R.Alum.	7.71	.....	.....	21,495	.....	.....	2.57	.....	.....
6 Copper	450.84	6.21	.....	192,959	2,658	.....	150.28	2.07	.....
4 Copper	166.32	.....	.....	113,098	.....	.....	53.02	.....	.....
3 Copper	6.48	.....	.....	5,560	.....	.....	.....	.....	.....
2 Copper	60.72	.....	.....	65,699	.....	.....	13.44	.....	.....
1/0 Copper	217.53	.....	.....	374,152	.....	.....	50.71	.....	.....
2/0 Copper	98.67	.....	.....	214,051	.....	.....	32.89	.....	.....
4/0 Copper	226.68	.....	.....	782,046	.....	.....	.....	.....	.....
3 x 13 Galv. Steel	.....	.....	7.00	.....	.....	2,625	.....	.....	.....
4 x 12 Galv. Steel	.25	6.87	.....	165	4,534	.....	.....	.....	.....
3 x 12 Galv. Steel	.....	45.24	.....	.....	22,394	.....	.....	12.13	.....
1/4" Galv. Steel	1,384.47	22.73	.....	955,284	15,684	.....	22.33	.....	.....
9/32" Galv. Steel	325.55	79.27	.....	276,717	67,379	.....	28.42	.....	.....
5/16" Galv. Steel	324.01	41.61	.81	349,931	44,939	875	90.58	6.20	.....
7/16" Galv. Steel	31.50	.....	.....	65,520	.....	.....	.....	.....	.....
8 B. & S. Copper Clad Steel	.89	.....	.....	218	.....	.....	.....	.....	.....
10 B.W.G. Galv. Iron	5.53	.....	.....	2,090	.....	.....	.....	.....	.....
6 B.W.G. Galv. Iron	321.13	.....	.....	184,007	.....	.....	63.38	.....	.....
Total	8,969.54	628.08	33.67	7,504,005	537,794	17,801	1,551.01	161.97	7.00

NOTE.—This sheet is based

WEIGHT OF CONDUCTORS

INCLUDING GROUND CABLES

Miles Double Circuit Lines			Miles Three Circuit Lines			Miles Four Circuit Lines			Total Miles Single, Double Three and Four Circuit Lines Completed to Oct. 31,1921
Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921.	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct. 31, 1921	Under construction Oct. 31, 1921	
41.62	.....	.....	2.19	.....	.....	.....	.....	.....	130.43
34.81	.....	.....	.08	.....	.....	.18	.....	.....	146.96
12.69	.....	.....	.....	.....	.....	.....	.....	.....	38.17
218.11	.....	.81	.....	.....	.....	1.10	.....	.....	500.61
1.05	.....	.....	.....	.....	.....	.....	.....	.....	1.05
29.90	.....	.....	.....	.....	.....	.....	.....	.....	41.90
1.53	.....	.....	.....	.....	.....	.....	.....	.....	1.53
.....	.....	.....	.....	.....	.....	.....	.....	.....	3.23
19.18	.24	.....	.....	.....	.....	.....	.....	.....	339.21
2.90	.....	.....	.....	.....	.....	.....	.....	.....	137.77
.....	.....	.....	.....	.....	.....	.....	.....	.....	77.78
.76	.....	.....	.....	.....	.....	.....	.....	.....	27.06
.....	.....	.....	.....	.....	.....	.....	.....	.....	103.94
.....	.....	.....	.....	.....	.....	.....	.....	.....	1.66
.....	.....	.....	.....	.....	.....	.....	.....	.....	2.57
.....	.....	.....	.....	.....	.....	.....	.....	.....	152.35
1.21	.....	.....	.....	.....	.....	.....	.....	.....	54.23
1.08	.....	.....	.....	.....	.....	.....	.....	.....	1.08
3.40	.....	.....	.....	.....	.....	.....	.....	.....	16.84
10.90	.....	.....	.....	.....	.....	.....	.....	.....	61.61
.....	.....	.....	.....	.....	.....	.....	.....	.....	32.89
1.02	.....	.....	.....	.....	.....	18.38	.....	.....	19.40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	12.13
.....	.....	.....	.....	.....	.....	.....	.....	.....	22.33
.....	.....	.....	.....	.....	.....	.....	.....	.....	28.42
.....	.....	.....	.....	.....	.....	.....	.....	.....	96.78
5.25	.....	.....	.....	.....	.....	.....	.....	.....	5.25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	63.38
385.41	.24	.81	2.27	....	...	19.66	....	.....	2,120.56

on circuit and wire miles.

SIZE OF TELEPHONE WIRE USED ON TELEPHONE LINES

COMPLETED OCTOBER 31, 1920, TO OCTOBER 31, 1921

Section No.	Mileage	Gauge
N 175 x 5	.69	No. 9 B.W.G. Galv. Iron.
N 1262 x 2	.24	No. 10 B. & S. Copper Clad Steel.
H 7 x 9	12.13	3 x 12 Galv. Steel.
E 76 x 26	.25	No. 9 B.W.G. Galv. Iron.
E 74 x 24	6.20	No. 9 B.W.G. Galv. Iron.
E 21 x 72	7.53	No. 6 B. & S. Steel Reinforced Aluminum.
E 72 x 22	4.11	No. 6 B. & S. Steel Reinforced Aluminum.
L 1 x 66	8.12	3 x 12 Galv. Steel.
L 66 x 13	5.55	3 x 12 Galv. Steel.
L 13 x 14	5.36	3 x 12 Galv. Steel.
L 14 x 67	1.62	3 x 12 Galv. Steel.
L 67 x 15	8.91	3 x 12 Galv. Steel.
L 67 x 17	5.17	3 x 12 Galv. Steel.
L 68 x 18	1.66	No. 6 B. & S. Steel Reinforced Aluminum.
P 54 x 2	.37	3 x 13 Galv. Steel.
P 1 x 51	19.23	3 x 13 Galv. Steel.
P 51 x 52	22.22	3 x 13 Galv. Steel.
P 56 x 50	6.43	3 x 13 Galv. Steel.
Total...	115.79	

UNDER CONSTRUCTION OCTOBER 31, 1921

Section No.	Mileage	Gauge
N 1483 x 23	.81	No. 10 B. & S. Copper-clad Steel.
Total...	.81	

TELEPHONE LINES

GAUGE, LENGTH AND WEIGHT OF ALUMINUM, COPPER CLAD STEEL AND GALVANIZED IRON WIRE

Gauge	Wire Miles				Weight in Pounds				Single Circuit Mileage			Double Circuit Mileage			Three Circuit Mileage			1, 2 & 3 Circuit Totals
	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct.31,1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct.31,1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct.31,1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct.31,1921	Under construction Oct. 31, 1921	Completed to Oct. 31, 1920	Completed Oct. 31, 1920 to Oct.31,1921	Under construction Oct. 31, 1921	Completed to October 31, 1921
No. 8 B. & S. C.C. Steel...	203.18	.....	.....	203.18	49,779	.....	....	49,779	101.59	.....	....	.....	.....	.....	.....	.....	.....	101.59
No. 10 B. & S. C.C. Steel.	1,032.62	.....	1.62	1,032.62	159,023	.....	.249	159,023	516.31	.....	.81	.....	.....	.....	.....	.....	.....	516.31
No. 10 B. & S. Copper.....	137.16	.....	.....	137.16	22,741	.....	....	22,741	68.58	.....	....	.....	.....	.....	.....	.....	.....	68.58
No. 8 B.W.G. Galv. Iron...	5.70	.....	.....	5.70	2,155	.....	....	2,155	2.85	.....	....	.....	.....	.....	.....	.....	.....	2.85
No. 9 B.W.G. Galv. Iron...	1,338.38	14.28	.....	1,352.66	408,206	4,355	....	412,561	678.38	7.14	....	.....	.....	.....	.....	.....	.....	685.52
No. 10 B.W.G. Galv. Iron...	82.00	.....	.....	82.00	20,500	.....	....	20,500	41.00	.....	....	.....	.....	.....	.....	.....	.....	41.00
No. 12 B.W.G. Galv. Iron..	49.60	.....	.....	49.60	8,184	.....	....	8,184	24.80	.....	....	.....	.....	.....	.....	.....	.....	24.80
No. 3 x 12 Galv. Steel.....	.....	93.72	.....	93.72	.....	46,391	....	46,391	.....	46.86	....	.....	.....	.....	.....	.....	.....	46.86
No. 3 x 13 Galv. Steel.....	153.16	96.50	.....	249.66	57,435	36,187	....	93,622	76.58	48.25	....	.....	.....	.....	.....	.....	.....	124.83
No. 6 B. & S. S.R. Alum...	319.17	26.60	.....	345.77	61,281	5,107	....	66,388	52.49	13.30	....	28.84	.....	.....	.....	.....	.....	94.63
Total.....	3,320.97	231.10	1.62	3,552.07	789,304	92,040	.249	881,344	1,562.58	115.55	.81	28.84	....	....	....	....	....	1,706.97

ONTARIO POWER COMPANY.

Tabulation of Transmission and Telephone Lines.

Total mileage Ontario Power Co. lines	88.67
Total poles erected Ontario Power Co. lines	3,539
Total steel towers Ontario Power Co. lines	150
Total mileage single circuit lines	8.36
Total mileage double circuit lines	80.31
Total span miles—Aluminum—	
52,608 c.m	2.00
173,000 c.m	11.48
336,420 c.m	.74
345,000 c.m	44.00
500,000 c.m	14.06
820,000 c.m	12.23
Total span miles—Copper—	
1/0 B. & S	.36
1 B. & S	.29
2 B. & S	1.55
3 B. & S	4.33
6 B. & S	.72
Telephone Line : Total span miles—Galv. Iron—	
No. 12 B.W.G	48.54
Total Wire miles—Aluminum—	
52,608 c.m	6.00
173,000 c.m	58.59
336,420 c.m	2.22
345,000 c.m	255.81
500,000 c.m	84.36
820,000 c.m	36.69
Total wire miles—Copper—	
1/0 B. & S	1.08
1 B. & S	.87
2 B. & S	4.77
3 B. & S	15.54
6 B. & S	4.32
Telephone Line: Total wire miles, Galv. Iron	
No. 12 B.W.G	97 08
Total weight—wire miles in pounds—Aluminum—	
52,608 c.m	1,566
173,000 c.m	53,379
336,420 c.m	3,703
345,000 c.m	437,435
500,000 c.m	209,213
820,000 c.m	148,961
Total weight—wire miles in pounds—Copper—	
1/0 B. & S	1,858
1 B. & S	1,187
2 B. & S	5,161
3 B. & S	13,333
6 B. & S	1,849
Telephone Line: Total weight—wire miles in pounds—Galv. Iron—	
No. 12 B.W.G	16,018

Total Weights, and Mileage of Cable and Wire

Cable and Wire	Wire Miles	Weight in Pounds
Aluminum Cable	443.67	853,257
Copper Wire	26.58	23,388
Galvanized Iron Wire	97.08	16,018

Mileage of lines tabulated according to voltages and number of circuits

Voltage	Single Circuit Totals	Double Circuit Totals	Total Single and Double Circuits
60,000	....	12.23	12.23
30,000	....	13.20	13.20
12,000	8.36	54.88	63.24
Total...	8.36	80.31	88.67

Gauge, Length and Weight of Conductors—Transmission Lines

B. & S. Gauge	Wire Miles	Weight Pounds	Miles of S.C. Lines	Miles of D.C. Lines	Total Single and Double Circuit
52, 608 c.m. Alum.	6.00	1,566	2.00	.....	2.00
173,000 c.m. "	58.59	52,379	3.43	8.05	11.48
336,420 c.m. "	2.22	3,703	.74	.....	.74
345,000 c.m. "	255.81	437,435	2.73	41.27	44.00
500,000 c.m. "	84.36	209,213	.....	14.06	14.06
820,000 c.m. "	36.69	148,961	12.23	.....	12.23
1/0 Copper	1.08	1,858	.36	.....	.36
1 Copper	.87	1,187	.29	.....	.29
2 Copper	4.77	5,161	1.51	.04	1.55
3 Copper	15.54	13,333	3.48	.85	4.33
6 Copper	4.32	1,849	.....	.72	.72
Total	470.25	876,645	26.77	64.99	91.76

Gauge, Length and Weight of Galvanized Iron Wire—Telephone Lines

Gauge	Wire Miles	Weight in Pounds	Single Circuit Miles
No. 12 B.W.G. Galv. Iron.	97.08	16,018	48.54
Total	97.08	16,018	48.54

DESCRIPTION
ONTARIO POWER

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
A				Feet.	Feet			
15 x 2	22 & 23	Toronto Power Co.....	Transformer Station...	40	100	1.13	60	12,000
72 x 3	.....	Jct. to Electrio Metals	Port Colborne Sta.....	.....	.....	.....	.....	30,000
72 x 12	.....	Jct. to Electrio Metals	Electrio Metals Co....	.....	.....	.....	.....	30,000
2 x 63	E. & F.	Transformer Station...	Tie Jct.12,000&30,000V.	35	120	13.20	613	30,000
2 x 71	1 & 2	Transformer Station...	River Crossing.....	.....	550	{6.00 {6.23	{75 {75	60,000
63 x 72	.....	Tie Jct.12,000&30,000V	Jct. to Electric Metals	.....	.....	.....	.....	30,000
2 x 201	.....	Transformer Station...	H.E.P.C. (Cable).....	.....	.....	.....	.....	12,000
264 x 4	A & B	Jct. 358 to Pt. Robinson	Pt. Robinson.....	35	120	2.00	122	12,000
281 x 6	R & S	Jct. 70	Nia. Dev. Montrose....	35	130	1.23	50	12,000
2 x 207	.....	Transformer Station...	Nia. Falls W.W.(Cable)	.....	.....	.....	.....	2,200
2 x 209	L & M	Transformer Station...	Amer. Cyanamide Co..	35	100	2.67	141	12,000
269 x 9	O & P	Tap 98 to Nia.Falls City	Amer. Cyanamide Co..	35	100	.76	40	12,000
270 x 10	.....	Jct. to Ramapo Iron W.	Ramapo Iron Works...	.....	.....	.....	.....	12,000
2 x 211	.....	Transformer Station...	Q.V.N.F. Park (Table Rock House)	.....	.....	.....	.....	2,200
272 x 12	G & H	Jct. 595 to Elec.Metals.	Electro Metals Co.....	45	120	.36	16	12,000
273 x 13	G & H	Jct. 602 to Can. St. Fdy	Can. Steel Founderies..	35	120	.25	18	12,000
274 x 14	G & H	Jct. 606 to P. Hersey Co	Page Hersey Co.....	35	120	.20	9	12,000
276 x 16	A & B	Jct. 419 to Glass Wks..	Pilkington Glass Works	35	120	.04	2	12,000
277 x 17	J & K	Jct. 331 to Coniagas RC	Coniagas Rad. Co.....	35	120	.72	32	12,000
278 x 18	A & B	Jct. to 433 B. Bd. Co...	Beaver Boad Co.....	35	120	.04	2	12,000
278 x 19	A & B	Jct. to 433 B. Bd. Co...	Ont. Paper Co.....	35	120	.70	32	12,000
280 x 20	G & H	Jct. to 602 Emp. Cotn..	Empire Cotton Co....	35	120	1.70	75	12,000
265 x 21	R & S	Jct. 180 to Nia. Dev., Chippawa.....	Norton Co.....	35	120	.22	10	12,000
263 x 38	J & K	Jct. 369 to Thorold....	Merritton Station.....	35	120	2.45	108	12,000
274 x 45	G & H	Jct. 606 to P. Hersey Co.	Dain Co. Station.....	35	120	1.52	67	12,000
2 x 261	C & D	Transformer Station...	Jct. 18 to H.E.P.C. Stanley St.....	35	120	.41	18	12,000
277 x 63	J & K	Jct. 331 to Coniagas Rad. Co.....	Jct. 369 to Thorold....	35	120	.90	40	12,000
2 x 264	A & B	Transformer Station...	Jct 358 to Pt. Robinson	40	100	6.80	358	12,000
281 x 65	R & S	Jct. 70.....	Jct. 180 to Nia. Dev., Chippawa.....	35	120	2.50	110	12,000
2 x 266	R & S	Transformer Station...	Jct. 30 to Can. Nia. Power Co.	35	130	.74	30	12,000
16 x 266	R & S	Can. Nia, Power Co...	Jct. 30 to Can. N. P. Co.	.....	.....	.....	30	12,000
2 x 268	J & K	Transformer Station...	Jct. 18 to H.E.P.C. Stanley St.....	40	120	.40	18	12,000
2 x 269	O & P	Transformer Station...	Tap 98 to Nia.FallsCity	35	100	1.85	98	12,000
280 x 72	.....	Jct. to Emp. Cotton Co.	Jct. to Electro Met. Co.	.....	.....	.....	.....	12,000
281 x 72	G & H	Jct. 76 to Norton Co...	Jct. 595 to Electro Met.	35	120	11.79	519	12,000
63 x 273	.....	Tie Jct.12,000&13,000V.	Jct. to Can. Steel Fdys.	.....	.....	.....	.....	12,000
272 x 74	G & H	Jct. 595 to Elec. Metals	Jct. 606 to Page Hersey	35	120	.25	11	12,000
264 x 76	A & B	Jct. 358 to Pt. Robinson	Jct.419 to Pilk'gt'nGlass	35	120	1.37	61	12,000
268 x 77	J & K	Jct. 18 to H.E.P.C. Stanley St.....	Jct. 331 to Coniagas. Rad. Co.....	40	120	7.12	313	12,000
219 x 77	J & K	Ont. Paper Co.....	Jct. 331 to Coniagas Rad. Co.....	50	120	.13	7	12,000
276 x 78	A & B	Jct. 419 to Pilk'g'tn G..	Jct. 443 to Beaver Bd.C	35	120	.53	24	12,000
273 x 80	.....	Jct. to Can. Steel Fdy..	Jct. to Emp. Cotton Co.	.....	.....	.....	.....	12,000
261 x 81	C & D	Jct. 18 to H.E.P.C. Stanley St.....	Jct. 76 to Norton Co...	35	120	1.32	58	12,000
266 x 81	R & S	Jct. 30 to Can.N.Power	Jct. 70.....	35	130	.98	40	12,000
363 x 3	.....	Jct. to Can. Cement Co	Can. Cement Co.....	.....	.....	.....	.....	12,000
363 x 31	.....	Jct. to Can. Cement Co.	Pt. Colb'ne 12,000V. Sta	.....	.....	.....	.....	12,000
364 x 32	.....	Jct. to Can. Cork Co...	Gov. Elev. Station.....	.....	.....	.....	.....	12,000
364 x 34	.....	Jct. to Can. Cork Co...	Can. Cork Co.....	.....	.....	.....	.....	12,000
3 x 363	.....	Pt.Colb'ne30,000 V.Sta.	Jct. to Can. Cement Co	.....	.....	.....	.....	12,000
3 x 364	.....	Pt.Colb'ne30,000 V.Sta.	Jct. to Can. Cork Co...	.....	.....	.....	.....	12,000

OF LINES
COMPANY

SYSTEM SYMBOL "A"

No. of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	500,000 c.m. Alum					
2	345,000 c.m. Alum					
2	820,000 c.m. Alum					
1	52,608 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum					
2	500,000 c.m. Alum					
2	500,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	1/0 Copper (Dis	connected)				
	3 Copper					
2	3 Copper	12 B.W.G. Gal. Iron				
2	3 Copper	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum					
2	6 Copper	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum					
	173,000 c.m. Alum					
2	173,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	173,000 c.m. Alum	12 B.W.G. Gal. Iron				
1	173,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	173,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	336,420 c.m. Alum					
	345,000 c.m. Alum					
2	500,000 c.m. Alum	12 B.W.G. Gal. Iron	(Disconnected	With	J. & K.)	
2	500,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	3 Copper	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	500,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	500,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron				
2	345,000 c.m. Alum					

DESCRIPTION

THOROLD

SYMBOL

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
I.				Feet	Feet			
51 x 1	.....	Jct. with O.P.Co. Lines	Thorold Station.....	35	120	1.04	46	12,000

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L. T.			feet	feet			
161 x 1	75 N.C.R.	Jct. Tower No. 308....	Welland E. S. & M....	48	250	1.20	28	46,000
114 x 2	136-1	St. Catharines.....	Port Dalhousie.....	30	120	3.18	140	2,200
175 x 5	.....	Jct. Pole No. 52 LT 162	Stamford Tp. Stat.....	35	150	.69	26	12,000
166 x 6	207	S.W. Pole No. 100.....	Niagara-on-the-Lake...	30	125	7.83	334	12,000
167 x 7	198	Jct. Pole No. 115.....	Nat. Abrasive Co.....	.....	.....	.....	.....	.....
169 x 9	156	Jct. Pole No. 88.....	Niagara Falls Mun....	35	120	1.08	55	12,000
161 x 10	74	Jct. Tower No. 308....	Union Carbide Co.....	48	250	1.93	49	46,000
171 x 11	164	Jct. Tower No. 330....	Dunnville Mun.....	35	176	21.54	672	46,000
174 x 14	176	Jct. Tower No. 118....	St. Catharines Mun....	.....	.....	.....	.....	.....
176 x 16	168	Jct. Pole No. 52.....	Queenston Quarry.....	35	120	.41	18	12,000
177 x 17	170	Jct. Pole No. 72.....	St. David's.....	35	120	.08	2	12,000
101 x 21	.....	Welland.....	Welland County Rock Crusher.	30	160	5.51	211	2,300

Lines Terminating

25 x 160	.....	O.P. Transf. Sta.....	Jct. atAllen&MurraySt.	.....	.....	.....	.....	.....
170 x 61	74	Jct. Tower No. 118....	Jct. Tower No. 308....	48	250	8.59	190	46,000
173 x 65	162	Jct. Pole No. 147.....	Sw. Pole No. 206.....	35	100	1.13	59	12,000
177 x 66	171	Jct. Pole No. 72.....	Sw. Pole No. 100.....	35	120	.55	26	12,000
169 x 67	162	Jct. Pole No. 88.....	Jct. Pole No. 115.....	35	100	.53	27	12,000
160 x 69	162	TapO.P.LineStanley St	Jct. Pole No. 88.....	35	100	1.53	74	12,000
101 x 71	164-A	Welland.....	Jct. Tower No. 330....	48	250	.53	11	46,000
167 x 73	162	Jct. Pole No. 115.....	Jct. Pole No. 147.....	35	100	.52	32	12,000
165 x 76	167	S.W. Pole No. 206.....	Jct. Pole No. 52.....	35	120	.40	52	12,000
176 x 77	169	Jct. Pole No. 52.....	Jct. Pole No. 72.....	35	120	.44	20	12,000
1 x 170	73	Nia. H. T. Station.....	Jct. Tower No. 118....	48	250	5.01	118	46,000
1 x 174	175	Nia. H. T. Station.....	Jct. Tower No. 118....	.....	.....	5.25	.....	46,000

OF LINES

SYSTEM

"I"

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	3 B. & S. Copper	.....	.....	.....	.....	.....

OF LINES

NIAGARA DISTRICT 1

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	2/0 Copper	8 B.&.S. C.C. Steel	¼" Galv. Steel	O.B. 1914	July 11, 1914	Oct. 17, 1914
1	1/0 B.&S. Alum	.....	.....	.....	Oct. 16, 1912	Nov. 17, 1912
1	2 S.R. Alum	9 B.W.G. Gal. Iron	.....	O.B. 12546	May 10, 1921	July 3, 1921
1	6 Copper	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
2	3 Copper.....	9 B.W.G. Gal. Iron.	Built by O.P.C	.....	.....	.....
4	4/0 Copper	8 B. & S. C.C. Steel	¼" Gal. Steel	O.B. 1914	Mar. 15, 1914	Aug. 20, 1914
1	5/16 Gal. Steel	9 B.W.G. Gal. Iron	¼" Gal. Steel	J.D. Insul.	Aug. 17, 1917	Mar. 21, 1918
.....	.....	.....	.....	.....	.....	.....
1	No. 6 Copper	.....	Blt. by O.P.C.	.....	.....	.....
1	No. 6 Copper.....	.....	Blt. by O.P.C.	.....	.....	.....
1	2 S.R. Alum.....	.....	3x13 Gal. Steel	C.P. 105	July 17, 1921	Sept. 22, 1921

at Junctions

.....	.....	.....	.....	.....	.....	.....
4	4/0 Copper	8 B.&.S. C.C. Steel	¼" Gal. Steel	O.B. 1914	Mar. 15, 1914	Aug. 20, 1914
1	4 Copper	12 B.W.G. Gal. Iron	Blt. by O, P.Co.	.....	.....	.....
1	6 Copper	.....	" "	.....	.....	.....
2	173,000 c.m. Alum	12 B.W.G. Gal. Iron	" "	.....	.....	.....
2	345,000 c.m. Alum	12 B.W.G. Gal. Iron	" "	.....	.....	.....
1	2/0 Copper	8 B.&.S. C.C. Steel	¼" Gal. Steel	O.B. 1914	July 11, 1914	Oct. 17, 1914
2	173,000 c.m. Alum	12 B.W.G. Gal. Iron	Blt. by O.P.Co.	.....	.....	.....
1	6 Copper	.....	" "	.....	.....	.....
1	6 Copper	.....	" "	.....	.....	.....
4	4/0 Copper	8 B.&. S. Steel C.C.	¼" Gal. Steel	O.B. 1914	Mar. 15, 1914	Aug. 20, 1914
2	7/16" Galv. Steel	.....	.....	C.P. 1725	Nov. 13, 1917	.....

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L.T.			Feet	Feet			
2 x 201	1	Dundas H.T. Stat.	Hamilton	50½	206	2.85	73	13,200
264 x 2	118	Jct. Pole No. 82	Dundas Mun. Stn	55	120	.12	7	13,200
235 x 6	40&40A	Dom. Sewer Pipe Co.	Waterdown	35	120	3.43	72	2,200
237 x 7	61	Caledonia D. S.	Caledonia			.30		2,200
237 x 8	47A	Caledonia D.S.	Alabastine Co			.17		2,200
270 x 10	50	Jct. Pole No. 941	Ont. Gypsum Co	40	120	5.91	229	13,200
202 x 11	209	Dundas Mun. Stat.	Copetown	35	132	5.98	5	2,200

Lines Terminating

271 x 34	129	Jct. Pole No. 328	Lynden D.S.	35	132	4.53	185	13,200
266 x 35	38	Jct. Pole No. 260	Dom. Sew. Pipe Co. Sta.	40	120	1.93	90	13,200
2 x 237	47	Dundas H.T. Stat.	Caledonia D.S.	40	120	14.97	669	13,200
270 x 39	49	Jct. Pole No. 941	Hagersville D.S.	40	120	3.85	173	13,200

Lines Terminating

2 x 263	43	Dundas H.T. Stat.	Jct. Pole No. 69	40	120	1.21	65	13,200
263 x 64	118	Jct. Pole No. 69	Jct. Pole No. 82	55	120	.25	13	13,200
2 x 266	38	Dundas H.T. Stat.	Jct. Pole No. 260	40	120	5.44	260	13,200
327 x 70	48	Caledonia D.S.	Jct. Pole No. 941	40	120	6.10	267	13,200
264 x 71	129	Jct. Pole No. 82	Jct. Pole No. 328	35	132	5.78	245	13,200

DESCRIPTION

NIAGARA SYSTEM

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L.T. N.C.R.			Feet	Feet			
301 x 64	607-3	Toronto Limits	York Twp. Limits			.22	12	
364 x 68	N.C.R. 607-1	York Twp. Limits	Unionville Jct					
368 x 67	N.C.R. 607-1	Unionville Jct	Markham Jct					
367 x 7	215	Markham Jct	Markham	40	125	5.58	235	4,000

OF LINES

DUNDAS DISTRICT 2

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
4	4/0 HD.Copper	10 C.C. Steel 8 Iron Wire	¼" Gal. Steel	C.P. 133	April 7, 1915	Oct. 4, 1915
2	4 Copper	10 B.&.S. Copper	¼" Gal. Steel	C.P. 136	Feb. 25, 1915	Mar. 15, 1915
1	2 Alum.....	8 B.&S. C.C. Steel	¼" Gal. Steel	.....	Sept. 30, 1911	April 6, 1912
1	4 D.B.W.P. Cop'r	.....	.....	.....	Nov. 20, 1912	Nov. 30, 1912
1	2/0 Copper	.....	.....	.....	Sept. 5, 1912	Sept. 20, 1912
1	3/0 Alum	8 B.&S. C.C. Steel.	¼" Gal. Steel	Thom 2041	June 15, 1912	Sept. 20, 1912
1	6 H.D. Copper	9 B.W.G. Gal. Iron	.....	C.P. 105	Sept. 10, 1919	Oct. 17, 1919

at Distributing Stations

1	2 S.R. Alum	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 12547	July 24, 1915	Oct. 22, 1915
1	2 Alum.	8 B.&.S. C.C. Steel	¼" Gal. Steel	Thom 2041	July 21, 1911	April 6, 1912
1	3/0 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	May 10, 1912	Sept. 20, 1912
1	2 Alum.	10 B.&.S C.C. Steel	¼" Gal. Steel	Thom 2041	Feb. 28, 1913	Aug. 15, 1913

at Junctions

2	No. 4 Copper	10 B.&S. C.C.Steel	¼" Gal. Steel	Thom 2041	Dec. 1, 1911	Dec. 21, 1911
2	No. 4 Copper	10 B. & S. Copper	¼" Gal. Steel	C.P. 136	Feb. 25, 1915	Mar. 15, 1915
1	No. 2 Alum.	8 B.&S. C.C.Steel	¼" Gal. Steel	Thom 2041	July 21, 1911	April 6, 1912
1	3/0 Alum.	8 B.&S. C.C.Steel	¼" Gal. Steel	Thom 2041	June 22, 1912	Sept. 20, 1912
1	No. 2 S.R. Alum	9 B. W. Gal. Steel	¼" Gal. Steel	O.B. 12547	July 24, 1915	Oct. 22, 1915

OF LINES

TORONTO DISTRICT 3

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	6 Bare Copper	.....	6BWG G. Iron	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
1	2 S.R. Alum.	.....	¼" Gal. Steel	C.P. 105	Dec. 27, 1919	April 1, 1920

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span.	Miles	No. of Poles	Voltage
N.	L.T.			Feet	Feet			
469 x 1	20 & 22	Jct. Pole No. 38	London	40	120	2.91	151	13,200
432 x 3	116	Delaware D.S.	Lambeth	.....	.....	6.59	.....	4,000
432 x 4	117	Delaware D.S.	Mt. Brydges	.....	.....	3.99	.....	4,000
464 x 5	98	Jct. Pole No. 944	Strathroy Mun. Sta.	40	120	9.27	425	13,200
467 x 6	77	Jct. Pole No. 388	Thorndale	35	132	2.47	179	13,200
467 x 7	93	Jct. Pole No. 388	Deller Bros.	25	132	.89	42	2,200
439 x 8	78	Dorchester D.S.	Thamesford	35	132	5.88	280	13,200
439 x 9	177	Dorchester D.S.	Dorchester	30	160	2.81	91	4,000
440 x 11	134	Lucan D.S.	Granton	30	132	6.09	247	4,000
440 x 12	130	Lucan D.S.	Pole No. 146	30	132	3.57	146	4,000
474 x 14	151	Jct. Pole No. 51	Hensall	30	132	5.12	205	4,000
475 x 15	161	Sarepta Met. Sta. 316	Zurich	30	132	5.17	211	4,000
475 x 16	160	Sarepta Met. Sta. 316	Dashwood	30	132	1.35	56	4,000
442 x 18	211	Ailsa Craig D.S.	Parkhill	30	160	9.03	325	4,000
4 x 401	21	London H.T. Stat.	London Sub. No. 1	40	120	3.57	178	13,200
470 x 17	19	Jct. Pole No. 99	London Asylum	45	120	.16	11	13,200

Lines Terminating

462 x 32	119	Jct. Pole No. 760	Delaware D.S.	55	120	.09	5	13,200
469 x 39	76	Jct. Pole No. 38	Dorchester D.S.	35	132	6.17	219	13,200
472 x 42	210	Jct. Pole No. 757	Ailsa Craig D.S.	30	132	9.92	403	13,200
440 x 43	136	Lucan D.S.	Exeter D.S.	35	132	13.24	558	13,200
472 x 40	99	Jct. Pole No. 757	Lucan D.S.	35 &40	132	3.00	123	13,200

Lines Terminating

463 x 62	96	Jct. Pole No. 462	Jct. Pole No. 760	40	120	6.59	298	13,200
4 x 463	95	London H.T. Sta.	Jct. Pole No. 462	40	120	10.13	457	13,200
462 x 64	97	Jct. Pole No. 760	Jct. Pole No. 944	40	120	3.99	184	13,200
439 x 67	77	Dorchester D.S.	Jct. Pole No. 388	35	132	4.02	132	13,200
4 x 469	18	London H.T. Stat.	Jct. Pole No. 38	40	120	.81	38	13,200
469 x 70	19	Jct. Pole No. 38	Jct. Pole No. 99	45	120	1.38	61	13,200
470 x 72	99	Jct. Pole No. 99	Jct. Pole No. 757	35 &40	132	16.18	659	13,200
443 x 74	151	Exeter D.S.	Jct. Pole No. 51	30	132	1.07	...	4,000
474 x 75	159	Jct. Pole No. 51	Jct. Pole No. 316	30	132	7.58	265	4,000

OF LINES

LONDON DISTRICT 4

at Customers

No.of Circuits.	Power Cable. B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 24, 1910	Jan. 20, 1911
1	6 M.H.D. Copper	.....	¼" Gal. Steel	C.P. 105	Jan. 25, 1915	Mar. 15, 1915
1	6 M.H.D. Copper	.....	.....	O.B. 9403	Jan. 7, 1915	Mar. 1, 1915
1	3/0 Alum.	10 B.&S.C.C. Steel	¼" Gal. Steel	C.P. 136	Sept. 14, 1914	Mar. 30, 1914
1	2 Alum.	.....	¼" Gal. Steel	Thom 2041	Oct. 10, 1913	Feb. 6, 1914
1	6 Copper	.....	8B&S CC Steel as neutral	Parker2822	Mar. 19, 1914	Mar. 19, 1915
1	2 Alum.	.....	¼" Galv.Steel	Thom.2041	Oct. 13, 1913	Jan. 27, 1914
1	4 Copper	.....	¼" Gal. Steel	.....	.....	.....
1	6 M.H.D. Copper	.....	6BWG.GaIron	C.P. 259	April 6, 1916	June 29, 1916
1	2 S.R. Alum.	.....	¼" Gal. Steel	O.B.12546	July 28, 1915	Dec. 15, 1915
1	6 M.H.D. Copper	.....	6BWG GaIron	O.B. 9403	Sept. 11, 1916	Dec. 21, 1916
1	2 S.R. Alum..	.....	¼" Gal. Steel	C.P. 259	Mar. 29, 1917	Aug. 23, 1917
1	6 M.H.D. Copper	.....	¼" Gal. Steel	C.P. 259	Mar. 29, 1917	Aug. 23, 1917
1	2 S.R. Alum	.....	¼" Gal. Steel	C.P. 105	Nov. 17, 1919	May 14, 1920
2	3/0 Alum..	10 B.&S. C.C.Steel	¼" Gal. Steel	Thom 2041	Oct. 20, 1910	Jan. 20, 1911
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 26, 1910	Jan. 19, 1911

at Distributing Stations

1	2 Copper	10B.&S. C.C. Steel	¼" Gal. Steel	O.B. 9413	Jan. 27, 1915	Feb. 1, 1915
1	2 Alum.	10 BW.G. Gal.Iron	¼" Gal. Steel	Thom 2041	Sept. 18, 1913	Jan. 27, 1914
1	2 S.R. Alum.	6 S.R. Alum	9/32" Ga.Steel	C.P. 793	Nov. 12, 1919	May 2, 1920
1	3/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 12546	Nov. 26, 1915	May 4, 1916
2	2 S.R. Alum.	10 B.W.G. Gal.Iron	¼" Gal. Steel	C.P. 136	Oct. 23, 1914	Jan. 21, 1915

at Junctions

1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Oct. 15, 1914	Nov. 30, 1914
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Sept. 1, 1914	Nov. 30, 1914
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Sept. 29, 1914	Nov. 30, 1914
1	2 Alum.	.....	¼" Gal. Steel	Thom 2041	Oct. 10, 1913	Feb. 6, 1914
4	2-C.2S.R. Alum. 1-C. 3/0 Alum 1-C. 2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 26, 1910	Jan. 10, 1911
3	2-C. 2S. R. Alum 1-C 2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 26, 1910	Jan. 19, 1911
2	2 S.R. Alum.	10 B.W.G. Ga.Iron	¼" Gal. Steel	C.P. 136	Oct. 23, 1914	Jan. 21, 1915
2	2 S.R. Alum. 6 M.H.D. Copper	.....	6BWG GaIron	O.B. 9403	Sept. 11, 1916	Dec. 21, 1916
1	2 S.R. Alum	.....	¼" Gal. Steel	C.P. 259	Mar. 21, 1917	Aug. 25, 1917

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L.T.			Feet	Feet			
5 x 501	32	Guelph Struct. on Stat.	Property	40	120	.08	5	13,200
562 x 2	31	Jct. Pole No. 70	Ont. Agric. College	40	120	.10	8	13,200
565 x 5	57A	Jct. Pole No. 155	Prison Farm	40	120	.08	3	13,200

Lines Terminating

564 x 33	86	Jct. Pole No. 776	Elora D.S.	40	120	1.18	57	13,200
564 x 34	87	Jct. Pole No. 776	Fergus D.S.	35	120	1.96	92	13,200
566 x 36	66	Jct. Pole No. 453	Rockwood D.S.	35	120	1.64	77	13,200
567 x 37	59	Jct. Pole No. 717	Acton D.S.	40	120	.07	5	13,200
568 x 38	94	Jct. Pole No. 1005	Cheltenham D.S.	35	132	5.06	218	13,200
568 x 39	65	Jct. Pole No. 1005	Georgetown D.S.	40	120	2.68	121	13,200

Lines Terminating

5 x 562	31	Guelph H.T. Stat.	Jct. Pole No. 70	40	120	1.46	70	13,200
562 x 63	57	Jct. Pole No. 70	Jct. Pole No. 118	40	120	1.07	48	13,200
563 x 64	85	Jct. Pole No. 118	Jct. Pole No. 776	40	120	14.64	658	13,200
563 x 65	57	Jct. Pole No. 118	Jct. Pole No. 155	40	120	.86	37	13,200
565 x 66	58	Jct. Pole No. 155	Jct. Pole No. 453	40	120	6.91	298	13,200
566 x 67	59	Jct. Pole No. 453	Jct. Pole No. 717	40	120	5.78	264	13,200
567 x 68	65	Jct. Pole No. 717	Jct. Pole No. 1005	40	120	6.37	288	13,200

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L.T.			Feet	Feet			
6 x 601	17	Preston H.T. Stat.	Preston Cor. Sta.	35	120	.14	11	6,600
601 x 2	35	Preston H.T. Stat.	G.P. & H. Rly.	40	120	.12	6	13,200
664 x 3	16	Jct. Pole No. 99	Galt Mun. Stat.	40	120	3.75	175	13,200
664 x 4	15	Jct. Pole No. 99	Hespeler Mun. Stat.	40	120	2.09	99	6,600
6-D1-5	.....	Preston H.T. Stat.	Freeport Sanitar.	30	132	3.23	136	4,000
6-D1-1	72, 72A, & 72B	Preston H.T. Stat.	Breslau	40	120	6.35	292	6,600

Lines Terminating

6 x 664	14	Preston H.T. Sta.	Jct. Pole No. 99	45	120	2.04	99	6,600 13,200

OF LINES

GUELPH DISTRICT 5

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
3	1/0 Alum	10 B.&S. C.C. Steel	¼" Gal. Steel	.....	Aug. 7, 1911	Sept. 4, 1911
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 793	July 21, 1911	Nov. 9, 1911
1	2 S.R. Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	May 14, 1913	Sept. 4, 1913

at Distributing Stations

1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Aug. 18, 1914	Oct. 22, 1914
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Aug. 1, 1914	Oct. 22, 1914
1	2 S.R. Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	May 6, 1913	Aug. 1, 1913
1	3/0 S.R. Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	.....	June 10, 1914	July 3, 1914
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Mar. 11, 1913	Aug. 1, 1913

at Junctions

2	1-1/0 Alum. 1-3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 793	July 21, 1911	Nov. 9, 1911
2	1-3/0 Alum. 1-3/0 S.R. Alum	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	June 3, 1914	Oct. 22, 1914
1	3/0 S.R. Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	3/0 S.R. Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	3/0 S.R. Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Mar. 11, 1913	Aug. 1, 1913

OF LINES

PRESTON DISTRICT 6

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	2 Copper	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Built by Pres	ton Corp.
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Mar. 13, 1911	Mar. 21, 1911
2	4/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 8, 1910	Jan. 19, 1911
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 8, 1910	Dec. 30, 1910
1	6 S.R. Alum.	.....	3x13 Gal.Steel	C.P. 505	June 1, 1921	July 23, 1921
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	.....	April 4, 1913	Dec. 23, 1913

at Junctions

3	1-2 Alum 2-4/0 Alum	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 8, 1910	Jan. 19, 1911

DESCRIPTION
NIAGARA SYSTEM

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
				Lines Terminating				
N.	L.T.			Feet	Feet			
762 x 1	6	Pole No. 10	Kitchener Mun. Stat...	45	120	.76	34	1,3200
762 x 2	5	Jct. Pole No. 9	Waterloo Mun. Stat...	40	120	1.64	79	1,3200
735 x 6	44	Baden D.S.	Wellesley	30	150	7.92	252	4000
738 x 8	52 52A & 52B	Metering Stat	Petersburg and St Agatha.	.....	.....	.....	76	4000
				Lines Terminating				
702 x 33	71	Waterloo	St. Jacobs D.S.	40	120	6.28	299	13,200
733 x 34	71	St. Jacobs D.S.	Elmira D.S.	40	120	4.62	218	13,200
765 x 35	7A	Jct. Pole No. 405	Baden D.S.	40	120	.11	7	13,200
766 x 37	7	Jct. Pole No. 463	New Hamburg D.S.	40	120	1.89	92	13,200
				Lines Terminating				
7 x 762	4	Kitchener H.T. Stat...	Jct. Pole No. 9	40	120	.18	10	13,200
7 x 765	7	Kitchener H.T. Stat...	Jct. Pole No. 405	40	120	9.09	405	13,200
765 x 66	7	Jct. Pole No. 405	Jct. Pole No. 463	40	120	1.29	58	13,200

DESCRIPTION
NIAGARA SYSTEM

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
				Lines Terminating				
N.	L.T.			Feet	Feet			
863 x 3	30	Jct. Pole No. 647	Mitchell Mun. Sta.	40	120	1.27	59	26,400
834 x 4	158	Dublin D.S.	Dublin	30	150	1.26	47	4,000
865 x 5	29	Jct. Pole No. 1153	Seaforth Mun. Sta.	40	120	1.50	74	26,400
866 x 6	28	Jct. Pole No. 1550	Clinton Mun. Sta.	40	120	1.27	62	26,400
873 x 12	180	Jct. Pole No. 263	Moorefield	30	150	1.36	52	4,000
866 x 7	150	Jct. Pole No. 1550	Goderich Mun. Sta.	40	120	13.61	610	26,400
873 x 13	178	Jct. Pole No. 263	Drayton	30	150	3.54	123	4,000
				Lines Terminating				
8 x 832	125	Stratford H.T. Sta.	Tavistock D.S.	35	132	9.72	398	26,400
863 x 34	148	Jct. Pole No. 647	Dublin D.S.	40	120	5.08	224	26,400
868 x 38	139	Jct. Pole No. 802	Milverton D.S.	35	132	.96	38	26,400
869 x 39	141	Jct. Pole No. 1314	Listowel D.S.	35	132	2.77	120	26,400
871 x 40	142	Jct. Pole No. 1726	Palmerston D.S.	35	132	.42	18	26,400
871 x 41	143	Jct. Pole No. 1726	Harriston D.S.	35	132	6.12	260	26,400
				Lines Terminating				
867 x 63	147	Jct. Pole No. 311	Jct. Pole No. 647	40	120	7.61	336	26,400
834 x 65	148	Dublin D.S.	Jct. Pole No. 1153	40	120	6.28	282	26,400
865 x 66	149	Jct. Pole No. 1153	Jct. Pole No. 1550	40	120	8.84	397	26,400
8 x 867	146	Stratford H.T. Stat.	Jct. Pole No. 311	40	120	6.81	311	26,400
867 x 68	138	Jct. Pole No. 311	Jct. Pole No. 802	35	132	11.92	491	26,400
868 x 69	140	Jct. Pole No. 892	Jct. Pole No. 1314	35	132	12.83	512	26,400
869 x 70	142	Jct. Pole No. 1314	Jct. Pole No. 1657	35	132	8.40	343	26,400
872 x 71	142	Jct. Pole No. 1687	Jct. Pole No. 1726	35	132	.84	39	26,400
870 x 72	142	Jct. Pole No. 1657	Jct. Pole No. 1687	35	132	.78	30	26,400
840 x 73	178	Palmerston D.S.	Jct. Pole No. 263	30	150	7.09	237	4,000

DESCRIPTION
NIAGARA SYSTEM

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
				Lines Terminating				
N.	L.T.			Feet	Feet			
961 x 32	46	Jct. Pole No. 33	St. Marys P.C. Co. Dist. Stat.	40	120	1.55	49	1,3200
				Lines Terminating				
9 x 961	46	St. Marys H.T. Stat..	Jct. pole No. 33	40	120	.67	33	1,3200

OF LINES
KITCHENER DISTRICT 7

at Customers

No. of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	1/0 Alum.	10 B.&S. C.C.Steel	¼" Gal. Steel	Thom 2041	Aug. 25, 1910	Sept. 11, 1910
2	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Sept. 11, 1910	Nov. 25, 1910
1	No. 4 Copper.	.....	6BWG GaIron	O.B. 9403	May 16, 1916	Oct. 23, 1916

at Distributing Stations

1	No. 2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	May 17, 1913	Oct. 25, 1913
1	No. 2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	May 17, 1913	Oct. 25, 1913
2	No. 2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	.....	.....
2	No. 2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Sept. 11, 1910	Feb. 3, 1911

at Junctions

4	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Aug. 25, 1910	Sept. 11, 1910
2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Sept. 11, 1910	Feb. 3, 1911
2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Sept. 11, 1910	Feb. 3, 1911

OF LINES
STRATFORD DISTRICT 8

at Customers

2	No. 2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Mar. 24, 1911	Aug. 3, 1911
1	6 M.H.D. Copper	.....	6BWG GaIron	C.P. 259	June 8, 1917	Sept. 25, 1917
2	No. 2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Mar. 25, 1911	Sept. 13, 1911
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	April 6, 1911	Aug. 4, 1911
1	6 Copper.	.....	6BWGGa.Iron	C.P. 105	Dec. 1, 1917	Feb. 22, 1918
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 133	April 23, 1913	Dec. 23, 1914
1	4 Copper.	.....	6BWG GaIron	C.P. 105	Oct. 24, 1917	Feb. 22, 1918

at Distributing Stations

1	6 B.W.G. Gal.Iron	9 B.W.G. Gal. Iron	6BWG GaIron	C.P. 133	Sept. 9, 1915	Oct. 26, 1916
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 133	April 23, 1913	Dec. 23, 1914
1	2 S.R. Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 11622	Oct. 15, 1915	May 18, 1916
1	2 S.R. Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 11622	Oct. 28, 1915	May 27, 1916
1	1/0 S.R. Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 11622	Oct. 14, 1915	June 6, 1916
1	1/0 S.R. Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 11622	Dec. 10, 1915	June 30, 1916

at Junctions

2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 133	April 23, 1913	Dec. 23, 1914
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 133	April 23, 1913	Dec. 23, 1914
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 133	April 23, 1913	Dec. 23, 1914
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 133	April 23, 1913	Dec. 23, 1914
1	1/0 S.R. Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 11622	Sept. 20, 1915	May 18, 1916
1	1/0 S.R. Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 11622	Oct. 13, 1915	May 27, 1916
1	1/0 S.R. Alum.	9 B.W.G. Gal. Iron.	¼" Gal. Steel	O.B. 11622	Oct. 14, 1915	June 6, 1916
1	1/0 S.R. Alum.	9 B.W.G. Gal. Iron.	¼" Gal. Steel	O.B. 11622	Oct. 14, 1915	June 6, 1916
1	1/0 S.R. Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 11622	Oct. 14, 1915	June 6, 1916
1	4 Copper.	.....	6BWG GaIron	C.P. 105	Oct. 24, 1917	Feb. 22, 1918

OF LINES
ST. MARYS DISTRICT 9

at Distributing Stations

1	3/0 Alum.	8 B.&C. C. Steel	¼" Gal.Steel.	Thom 2041	June 15, 1912	Sept. 7, 1912

at Junctions

1	3/0 Alum.	8 B. & S.C.C. Steel	¼" Gal. Steel	Thom2041	June 15, 1912	Sept. 7, 1912

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L.T.			Feet	Feet			
1062 x 2	109	Jct. pole No. 76.....	W.T.V. & I. Rly.....	....	.....	.02	2	13,200
1073 x 5	8	Jct. pole No. 324.....	Ingersoll Mun. Stat....	40	120	2.80	131	13,200
1036 x 7	11B	Norwich Dist. Stat.	Burgessville.....	30	160	3.25	115	2,300
1036 x 8	11A	Norwich Dist. Stat.....	Otterville.....	30	160	4.50	158	2,300
1066 x 9	10	Jct. pole No. 508	Tillsonburg Mun. Stat..	40	120	10.30	467	13,200
1009 x 10	200-205	Tillsonburg.....	Springfield.....	30	160	12.54	418	4,000
1034 x 13	42	Beachville Dist. Sta....	Beachville White Lime Co.	.....	.....	1.00	.....	2,200

Lines Terminating

1064 x 33	106	Jct. pole No. 289.....	Embro Dist. Stat.....	35	132	6.04	256	13,200
1064 x 34	45	Jct. pole No. 289.....	Beachville Dist. Stat...	30	50	.01	1	13,200
1066 x 36	11	Jct. pole No. 508.....	Norwich Dist. Stat....	40	120	4.59	208	13,200

Lines Terminating

10 x 1062	8	Woodstock H.T. Stat...	Jct. pole No. 76.....	40	120	1.57	76	13,200
1062 x 64	8	Jct. pole No. 76.....	Jct. pole No. 289.....	40	120	4.70	213	13,200
10 x 1066	9	Woodstock H.T. Stat. .	Jct. pole No. 508.....	40	120	11.08	508	13,200
1064 x 73	8	Jct. pole No. 289.....	Jct. pole No. 324.....	40	120	.83	35	13,200

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L.T.			feet	feet			
11 x 1101	12	St. Thomas H.T. Stat.	St. Thomas Mun. Sta. .	40	120	1.13	47	13,200
1135 x 6	154	West Lorne D.S.....	Rodney.....	30	132	4.00	161	4,000

Lines Terminating

1164 x 34	121	Jct. Pole No. 753.....	Dutton D.S.....	30	132	.16	7	13,200
1164 x 35	153	Jct. Pole No. 753.....	West Lorne D.S.....	30	132	7.62	311	13,200
1168 x 37	41	Jct. Pole No. 112.....	Port Stanley D.S.....	35	120	10.03	462	13,200
1168 x 38	174	Jct. Pole No. 112.....	Aylmer D.S.....	35	132	9.60	405	13,200

Lines Terminating

11 x 1162	121	St. Thomas H.T. Stat..	Jct. Pole No. 5.....	30	132	.04	5	13,200
1162 x 64	121	Jct. Pole No. 5.....	Jct. Pole No. 753.....	30	132	18.33	748	13,200
11 x 1168	41	St. Thomas H.T. Stat...	Jct. Pole No. 112.....	35	120	2.24	112	13,200

OF LINES

WOODSTOCK DISTRICT 10

at Customers

No.of Circuits.	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Sept. 12, 1914	Sept. 13, 1914
2	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Nov. 14, 1910	Mar. 28, 1911
1	6 Copper.	.....	¼" Gal. Steel	.....	.....	Dec. 7, 1916
1	6 Copper.	.....	¼" Gal. Steel	.....	.....	1916
2	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Jan. 2, 1911	April 29, 1911
1	6 Copper.	.....	¼" Gal. Steel	.....	Nov. 23, 1916	July 1, 1917
1	2 Alum.	.....	.....	.....	.....	.....

at Distributing Stations

1	¼" Gal. Steel	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Oct. 1, 1914	Dec. 22, 1914
1	1/0 Alum.	.....	¼" Gal. Steel	Thom 2041	June 1, 1912	July 17, 1912
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Feb. 13, 1911	Mar. 30, 1911

at Junctions

2	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Nov. 14, 1910	Mar. 28, 1911
2	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Nov. 14, 1910	Mar. 28, 1911
2	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Jan. 2, 1911	April 29, 1911
2	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Nov. 14, 1910	Mar. 28, 1911

OF LINES

ST. THOMAS DISTRICT 11

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G. Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Dec. 14, 1910	Dec. 30, 1910
1	6 M.H.D. Copper	.....	6 BWG G.Iron	C.P. 259	Jan. 2, 1917	Jan. 15, 1917

at Distributing Stations

1	1/0 Alum.	.....	.....	C.P. 136	May 3, 1915	Aug. 27, 1915
1	6 B.W.G. G. Iron	.....	.....	C.P. 136	Dec. 4, 1916	Dec. 22, 1916
1	2 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 16, 1911	Mar. 9, 1912
1	¼" Gal. Steel.	9 B.W.G. G. Iron.	¼" Gal. Steel	C.P. 889	Aug. 27, 1917	Feb. 11, 1918

at Junctions

1	1/0 Alum.	.....	.....	C.P. 136	May 3, 1915	Aug. 27, 1915
1	1/0 Alum.	.....	.....	C.P. 136	May 3, 1915	Aug. 27, 1915
1	2 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Oct. 16, 1911	Mar. 9, 1912

DESCRIPTION
NIAGARA SYSTEM

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L.T.			Feet	Feet			
Lines Terminating								
1262 x 1	69	Jct. Pole No. 246	Brantford Mun. Sta.	40	120	1.47	72	26,400
1262 x 2	69A	Jct. Pole No. 246	L.E. & N. Rly	45	125	.24	13	26,400
12 x 1203	128	Brant H.T. Stat	St. George	30	132	9.19	199	4,000
1267 x 6	114	Jct. Pole No. 1230	Simcoe Mun. Sta	35	132	.06	5	26,400
1267 x 7	114A	Jct. Pole No. 1230	L.E. & N. Ry. Simcoe	45	120	.25	11	26,400
1268 x 8	68	Jct. Pole No. 40	Paris Mun. Sta	40	120	2.44	110	26,400
1274 x 12	92	Jct. Pole No. 714	Plattsville	35	132	6.84	269	4,000
1241 x 13	91	Drumbo D.S.	Princeton	35	132	5.65	234	4,000
1274 x 14	184	Jct. Pole No. 714	Wolverton Mills	35	132	1.81	1	4,000
1206 x 15		Simcoe D.S.	Port Dover	35	160	7.00	207	4,000
Lines Terminating								
1264 x 34	112	Jct. Pole No. 253	Burford D.S.	35	132	3.48	142	26,400
1265 x 35	113A	Jct. Pole No. 869	Waterford D.S.	40	130	.09	4	26,400
1270 x 40	89	Jct. Pole No. 448	Ayr Dist. Stat	35	120	1.20	56	26,400
1272 x 41	90	Jct. Pole No. 713	Drumbo Dist. Stat.	35	132	.50	21	26,400
Lines Terminating								
12 x 1261	69	Brant H.T. Sta.	Jct. Pole No. 19	40	120	.33	19	26,400
1261 x 62	69	Jct. Pole No. 19	Jct. Pole No. 246	40	120	4.86	227	26,400
1268 x 64	111	Jct. Pole No. 40	Jct. Pole No. 253	35	132	5.86	228	26,400
1264 x 65	113	Jct. Pole No. 253	Jct. Pole No. 869	35	132	15.06	616	26,400
1275 x 67	114	Jct. Pole No. 1145	Jct. Pole No. 1230	35	132	2.02	85	26,400
1265 x 75	114	Jct. Pole No. 869	Jct. Pole No. 1145	35	132	6.79	276	26,400
1261 x 68	68	Jct. Pole No. 19	Jct. Pole No. 40	40	120	.44	21	26,400
1208 x 69	88	Paris	Jct. Pole No. 196	35	132	1.09	49	26,400
1269 x 70	88	Jct. Pole No. 196	Jct. Pole No. 448	35	132	6.14	252	26,400
1270 x 71	90	Jct. Pole No. 448	Jct. Pole No. 636	35	132	4.53	188	26,400
1271 x 72	90	Jct. Pole No. 636	Jct. Pole No. 713	35	132	1.80	77	26,400
1241 x 74	92	Drumbo D.S.	Jct. Pole No. 714	35	132	.49	21	4,000

DESCRIPTION
NIAGARA SYSTEM

N.	L.T.							
Lines Terminating								
1331 x 2	26& 26A	Port Credit D.S.	Port Credit Brick Wks.	45	120	.88	43	13,200
1363 x 3	163	Jct. Pole No. 30	Shale Brick Co.	55	120	1.22	59	13,200
1368 x 4	27	Jct. Pole No. 230	Brampton Mun. Sta.	40	120	6.17	276	13,200
1367 x 5	79A	Jct. Pole No. 27	Milton Br., Streetsville	35	120	.77	36	4,000
1370 x 7	181	Jct. Pole No. 52	Tor. Milling Co.	25	120	.72	33	4,000
1369 x 8	62	Jct. Pole No. 381	Milton Mun. Stat	40	120	13.36	592	13,200
1370 x 11	214	Jct. Pole No. 52	W. D. Reid & Sons	30	132	.22	9	4,000
Lines Terminating								
1362 x 31	26	Jct. Pole No. 84	Port Credit D.S.	40	120	.32	16	13,200
1369 x 39	79	Jct. Pole No. 381	Streetsville D.S.	45	120	.41	19	13,200
Lines Terminating								
13 x 1361	26	CooksvilleH. T. Sta	Jct. Pole No. 6	40	120	.08	6	13,200
1361 x 62	26	Jct. Pole No. 6	Jct. Pole No. 84	40	120	1.79	78	13,200
13 x 1363	27	Cooksville H.T. Sta.	Jct. Pole No. 30	40	120	.57	30	13,200
1363 x 64	27	Jct. Pole No. 30	Jct. Pole No. 89	40	120	1.32	59	13,200
1339 x 67	79A	Streetsville D.S.	Jct. Pole No. 27	35	120	.53	22	4,000
1364 x 68	27	Jct. Pole No. 89	Jct. Pole No. 230	40	120	3.18	141	13,200
1368 x 69	62	Jct. Pole No. 230	Jct. Pole No. 381	40	120	3.36	151	13,200
1362x1661	36	Jct. Pole No. 84	Jct. Pole No. 332	45	120	5.48	250	13,200
1364x1664	34	Jct. Pole No. 89	Jct. Pole No. 419	40	120	7.30	330	13,200
1367x70	181	Jct. Pole No. 27	Jct. Pole No. 52	25	120	.51	25	4,000

OF LINES
BRANT DISTRICT 12

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	Dec. 15, 1913	Jan. 17, 1914
2	2 S.R. Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	.....	Sept. 9, 1921	Sept. 21,1921
1	2 S.R. Alum.	.....	¼" Gal. Steel	O.B. 9403	July 1, 1915	Aug. 17, 1915
1	2 S.R. Alum.	10B.&S. H.D. Cop.	¼" Gal. Steel	C.P. 102	Nov. 26, 1914	May 9, 1915
1	2 S.R. Alum.	10 B.W.G. G. Iron.	¼" Gal. Steel	C.P. 133	.....	July 14, 1916
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	Nov. 11, 1913	Jan. 3, 1914
1	4 Copper.	.....	¼" Gal. Steel	Parker2822	Aug. 17, 1914	Dec. 1, 1914
1	6 Copper.	.....	¼" Gal. Steel	Parker2822	Aug. 17, 1914	Dec. 18, 1914
1	6 M.H.D. Copper	.....	.....	C.P. 105	Sept. 18, 1918	Oct. 22, 1918
1	2 S.R. Alum.	.....	3x13 Gal. Steel	C.P. 105	July 6, 1921	.....

at Distributing Stations

1	2 S.R. Alum.	10 B.&S. H.D, Cop.	¼" Gal. Steel	C.P. 102	Nov. 21, 1914	May 6, 1915
1	2 S.R. Alum.	10 B.&S. H.D. Cop.	¼" Gal. Steel	C.P. 102	Nov. 21, 1914	May 10, 1915
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	Sept. 15, 1914	Dec. 1, 1914
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	July 13, 1914	Dec. 1, 1914

at Junctions

2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	Dec. 15, 1913	Jan. 17, 1914
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	Dec. 15, 1913	Jan. 17, 1914
1	2 S.R. Alum.	10 B.&S. Copper.	¼" Gal. Steel	C.P. 102	Nov. 6, 1914	May 6, 1915
1	2 S.R. Alum.	10 B.&S. H.D.Cop.	¼" Gal. Steel	C.P. 102	Nov. 21, 1914	May 10, 1915
1	2 S.R. Alum.	10 B.&S. H.D. Cop.	¼" Gal. Steel	C.P. 102	Nov. 26, 1914	May 9, 1915
1	2 S.R. Alum.	10 B.&S. H.D. Cop.	¼" Gal. Steel	C.P. 102	Nov. 26, 1914	May 9, 1915
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	Nov. 11, 1913	Jan. 3, 1914
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	July 21, 1914	Dec. 1, 1914
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	July 21, 1914	Dec. 1, 1914
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	July 13, 1914	Dec. 1, 1914
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 102	July 13, 1914	Dec. 1, 1914
1	4 Copper.	.....	¼" Gal. Steel	Parker2822	Aug. 17, 1914	Dec. 1, 1914

OF LINES
COOKSVILLE DISTRICT 13

at Customers

2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	April 5, 1911	July 23, 1911
1	2 S.R. Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Mar. 6, 1917	April 22, 1917
2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Feb. 15, 1911	May 6, 1911
1	6 Copper.	.....	6 BWG G.Iron	.....	.....	.....
1	2 Copper.	.....	6 BWG G.Iron	C.P. 105	Feb. 2, 1918	Mar. 9, 1918
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Nov. 25, 1912	Mar. 13, 1913
1	6 Copper.	.....	¼" Gal. Steel	C.P. 105	Dec. 22, 1919	Jan. 4, 1920

at Distributing Stations

2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Feb. 24, 1911	July 10, 1911
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Nov. 1, 1913	Nov. 24, 1913

at Junctions

2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Feb. 24, 1911	July 10, 1911
2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Feb. 24, 1911	July 10, 1911
2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Feb. 15, 1911	May 6, 1911
2	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Feb. 15, 1911	May 6, 1911
1	6 Copper.	.....	6 B WG G.Iron	.....	.....	.....
2	2 Alum.	10 B.&S. C.C. Steel	¼"Gal. Steel	Thom 2041	Feb. 15, 1911	May 6, 1911
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	Nov. 25, 1912	Mar. 13, 1913
2	1-2S R. Alum. 1-2 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	April 26, 1911	Feb. 29, 1912
2	2 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	April 19, 1911	July 24, 1911
1	6 Copper.	.....	6 BWG. GIron	C.P. 105	Feb. 2, 1918	Mar. 9, 1918

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
N.	L.T.			Feet	Feet			
1462 x 1	84	Jct. Pole No. 41	Chatham Mun. Sta	40	120	1.11	59	26,400
1432 x 3	115	Tilbury Dist. Sta	Comber	30	132	7.26	306	4,000
1435 x 6	122	Ridgetown Dist. Stat	Highgate	30	120	6.18	10	4,000
1443 x 14	137	Petrolia Dist. Stat	Wyoming	25	132	7.92	26	4,000
1477 x 17	135	Jct. Pole No. 2304	Sarnia Mun. Stat	35	125	7.73	333	26,400
1438 x 19	212	Bothwell Dist. Sta	Newbury	30	160	5.93	210	4,000
1419 x 20	213	Newbury	Glencoe	30	160	5.89	199	4,000
1419 x 21		Newbury	Wardsville	30	160	2.07	72	2,300

Lines Terminating

1462 x 32	101	Jct. Pole No. 41	Tilbury D.S	35	132	17.54	84	26,400
1468 x 34	126	Jct. Pole No. 69	Blenheim D.S	35	132	9.52	388	26,400
1466 x 35	127	Jct. Pole No. 783	Ridgetown D.S	35	132	.43	20	26,400
1467 x 37	123	Jct. Pole No. 676	Thamesville D.S	35	132	.09	6	26,400
1467 x 38	124	Jct. Pole No. 676	Bothwell D.S	35	132	9.83	407	26,400
1469 x 39	104	Jct. Pole No. 520	Wallaceburg D.S	40	120	8.50	385	26,400
1470 x 40	105	Jct. Pole No. 795	Dresden D.S	40	132	.68	33	26,400
1471 x 41	172	Jct. Pole No. 1445A	Oil Springs D.S	35	132	1.42	63	26,400
1471 x 42	173	Jct. Pole No. 1445A	Brigden D.S	35	132	8.88	360	26,400
1471 x 43	131	Jct. Pole No. 1445A	Petrolia D.S	35	125	6.77	297	26,400
1476 x 45	145	Jct. Pole No. 2336	Forest D.S	35	132	10.90	444	26,400
1476 x 46	157	Jct. Pole No. 2336	Watford D.S	35	132	10.84	443	26,400

Lines Terminating

14 x 1462	84	Kent H.T. Sta	Jct. Pole No. 41	40	120	.82	41	26,400
1468 x 65	123	Jct. Pole No. 68	Jct. Pole No. 470	35	132	9.74	402	26,400
1465 x 66	127	Jct. Pole No. 470	Jct. Pole No. 783	35	132	7.52	313	26,400
1465 x 67	123	Jct. Pole No. 470	Jct. Pole No. 676	35	132	4.78	206	26,400
14 x 1468	102	Kent H.T. Stat	Jct. Pole No. 68	40	120	1.48	68	26,400
1468 x 69	103	Jct. Pole No. 68	Jct. Pole No. 520	40	120	9.98	452	26,400
1469 x 70	105	Jct. Pole No. 520	Jct. Pole No. 795	40	132	6.71	275	26,400
1470 x 71	131	Jct. Pole No. 795	Jct. Pole No. 1445A	35	125	15.05	651	26,400
1475 x 74	145	Jct. Pole No. 1962	Jct. Pole No. 2058	35	132	2.35	96	26,400
1443 x 75	132	Petrolia D.S	Jct. Pole No. 1962	40	125	4.89	219	26,400
1474 x 76	145	Jct. Pole No. 2058	Jct. Pole No. 2336	35	132	6.85	278	26,400
1475 x 77	133	Jct. Pole No. 1962	Jct. Pole No. 2304	35	125	7.92	342	26,400

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

N.	L.T.							
1562 x 1	82	Jct. Pole No. 55	Windsor Mun. Stat	45	120	2.27	103	26,400
1562 x 2	83	Jct. Pole No. 55	Walkerville Mun. Sta	40	120	1.30	62	26,400

Lines Terminating

15 x 1533	165	Essex H. T. Station	Can. Salt Co. D.S	40	132	8.10	351	26,400

Lines Terminating

15 x 1562	81	Essex H. T. Sta	Jct. Pole No. 55	45	120	1.10	55	26,400

OF LINES

KENT DISTRICT 14

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	2/0 Alum.	10 B.&S. C.C. Steel	1/4" Gal. Steel	C.P. 102	Oct. 21, 1914	Feb. 1, 1915
1	2 S.R. Alum.	.....	" "	O.B. 9403	Jan. 14, 1915	April 20, 1915
1	6 M.H.D. Copper	.....	6 BWG G.Iron	C.P. 259	Oct. 3, 1916	Nov. 6, 1916
1	6 M.H.D. Copper	.....	" "	" "	Sept. 1, 1915	Oct. 4, 1916
2	3/0 Alum.	9 B.W.G. Gal. Iron	1/4" Gal. Steel	O.B. 11622	May 9, 1916	Nov. 10, 1916
1	2 S.R. Alum.	.....	9/32" G. Steel	C.P. 105	Jan. 6, 1920	Aug. 13, 1920
1	2 S.R. Alum.	.....	" "	" "	Feb. 2, 1920	Aug. 13, 1920
1	6 Bare Copper	.....	.....	" "	April 15, 1921	June 15, 1921

at Distributing Stations

1	2 S.R. Alum..	10 B.&S. C.C. Steel	1/4" Gal. Steel	C.P. 133	Jan. 13, 1915	Mar. 3, 1915
1	2 S.R. Alum.	9 B.W.G. Gal. Iron	1/4" " "	" "	July 2, 1915	Oct. 20, 1915
1	2 S.R. Alum.	" " "	1/4" " "	" "	June 24, 1915	Nov. 24, 1915
1	1/0 Alum.	" " "	1/4" " "	" "	May 18, 1915	Sept. 14, 1915
1	2 S.R. Alum.	" " "	1/4" " "	" "	June 26, 1915	Aug. 17, 1915
2	1-1/0 Alum. 1-3/0 Alum.	10 B.&S. H.D. Cop.	1/4" Gal. Steel	C.P. 133	Nov. 6, 1914	Feb. 3, 1915
2	3/0 Alum	10 B.&S. H.D. Cop.	1/4" " "	" "	Nov. 3, 1914	Mar. 30, 1915
1	6 B.W.G. GalIron	9 B.W.G. Gal. Iron	1/4" " "	O.B. 11622	July 20, 1917	Dec. 5, 1917
1	6 B.W.G. GalIron	" " "	1/4" " "	C.P. 889	Aug. 1, 1917	Dec. 6, 1917
2	3/0 Alum.	" " "	1/4" " "	O.B. 11622	Aug. 30, 1915	April 6, 1916
1	6 B.W.G. Gal Iron	" " "	6 BWG G.Iron	C.P. 889	June 26, 1915	Feb. 7, 1917
1	6 B.W.G. Gal Iron	" " "	1/4" Gal. Iron	C.P. 889	June 9, 1917	Aug. 10, 1917

at Junctions

2	2/0 Alum.	10 B.&S. C.C. Steel	1/4" Gal. Steel	C.P. 102	Oct. 21, 1914	Feb. 1, 1915
1	1/0 Alum.	9 B.W.G. Gal. Iron	1/4" " "	C.P. 133	May 18, 1915	Sept. 14, 1915
1	2 S.R. Alum.	" " "	1/4" " "	" "	June 24, 1915	Nov. 24, 1915
1	1/0 Alum.	" " "	1/4" " "	" "	May 18, 1915	Sept. 14, 1915
3	2-3/0 Alum. 1-1/0 Alum.	10 B&S H.D. Cop.	1/4" Gal. Steel	O.B. 11622 C.P. 133	Oct. 28, 1914	Feb. 3, 1915
2	3/0 Alum.	" " "	1/4" " "	" "	Oct. 30, 1914	Feb. 3, 1915
2	3/0 Alum.	" " "	1/4" " "	" "	Nov. 3, 1914	Mar. 30, 1915
2	3/0 Alum.	9 B.W.G. Gal. Iron	1/4" " "	O.B. 11622	Aug. 30, 1915	April 6, 1916
1	6 B.W.G. G. Iron.	" " "	6 BWG G.Iron	C.P. 889	June 26, 1915	Feb. 7, 1917
2	3/0 Alum.	9 " " "	1/4" Gal. Steel	O.B. 11622	Mar. 1, 1916	Nov. 10, 1916
1	6 B.W.G. G. Iron.	9 " " "	6 BWG G.Iron	C.P. 889	June 26, 1915	Feb. 7, 1917
2	3/0 Alum.	9 " " "	1/4" Gal. Steel	O.B. 11622	April 6, 1916	Nov. 10, 1916

OF LINES

ESSEX DISTRICT 15

at Customers

2	3/0 Alum.	10 B.&S. C.C. Steel	1/4" Gal. Steel	C.P. 102	July 31, 1914	Sept. 18, 1914
2	3/0 Alum.	10 B.&S. C.C. Steel	1/4" " "	C.P. 102	June 2, 1914	Sept. 6, 1914

at Distributing Stations

2	1/0 Copper	9 B.W.G. Gal. Iron	1/4" Gal. Steel	C.P. 889	July 10, 1917	Nov. 9, 1917

at Junctions

4	3/0 Alum.	10 B.&S. C.C. Steel	1/4" Gal. Steel	C.P. 102	July 28, 1914	Sept. 6, 1914

DESCRIPTION

NIAGARA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
				Feet	Feet			
1663 x 3	34	Jct. Pole No. 564.....	Weston Mun. Stat.....	40	120	1.62	75	13,200
1634 x 5	108	Woodbridge D.S.....	Bolton.....	35	132	12.95	540	13,200
1667 x 7	110B	Jct. Pole No. 33.....	Asylum Brick (not owned)		.....	.....	.....	.....

Lines Terminating

1666 x 31	155	Jct. Pole No. 122.....	Eotbicoke D.S.....	40	125	.21	10	26,400
1661 x 32	51	Jct. Pole No. 332.....	Mimico D.S.....	40	120	.46	18	13,200
1663 x 34	107	Jct. Pole No. 564.....	Woodbridge D.S.....	35	132	6.44	276	13,200

Lines Terminating

1631 x 61	36	Etobicoke D.S.....	Jct. Pole No. 332.....	45	120	.11	6	13,200
1362x1661	36	Jct. Pole No. 84.....	Jct. Pole No. 332.....	45	120	5.48	250	13,200
1664x63	34	Jct. Pole No. 419.....	Jct. Pole No. 564.....	40	120	3.24	145	13,200
1364x1664	34	Jct. Pole No. 89.....	Jct. Pole No. 419.....	40	120	7.30	330	13,200
16 x 1666	155	York H.T. Stat.....	Jct. Pole No. 122.....	40	125	2.59	122	26,400
1669 x 67	110A	Jct. Pole No. 12.....	Jct. Pole No. 33.....	30	125	.55	21	2,200
1631 x 66	216	Etobicoke D.S.....	Jct. Pole No. 122 (Cable only)		.....	.22	.....	2,200
1632 x 69	110A	Mimico D.S.....	Jct. Pole No. 12.....	30	125	.22	12	2,200

DESCRIPTION

ESSEX COUNTY SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
J.	L.T.			Feet	Feet			
51 x 1	188	Jct. Pole No. 231.....	Canard River D.S.....	35	160	6.00	190	26,400
52 x 2	190	Jct. Pole No. 642.....	Amherstburg D.S.....	35	160	2.30	78	26,400
52 x 3	191	Jct. Pole No. 642.....	Harrow D.S.....	35	160	12.75	401	26,400
54 x 4	193	Jct. Pole No. 1374.....	Kingsville D.S.....	35	160	.50	7	26,400
55 x 5	195	Jct. Pole No. 1412.....	Leamington D.S.....	35	160	7.50	289	26,400
56 x 6	187	Jct. Pole No. 1605.....	Cottam D.S.....	35	160	.80	22	26,400
56 x 7	197	Jct. Pole No. 1605.....	Essex Dist. Sta.....	35	160	4.70	157	26,400

Lines Terminating

15 x 51	185	Essex H. T. Stat.....	Jct. Pole No. 231.....	.....	.....	5.30	.....	26,400
		Conductors and Cross Arms only carried on N 15 x 1533 poles						
1 x 52	189	Canard River D.S.....	Jct. Pole No. 642.....	35	160	7.25	220	26,400
3 x 54	192	Harrow D.S.....	Jct. Pole No. 1374.....	35	160	9.70	334	26,400
54 x 55	194	Jct.,Pole No. 1374.....	Jct. Pole No. 1412.....	35	160	.70	38	26,400
55 x 56	196	Jct. Pole No. 1412.....	Jct. Pole No. 1605.....	35	160	5.20	192	26,400

OF LINES

YORK DISTRICT 16

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	2 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	April 19, 1911	July 24, 1911
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" " "	C.P. 136	Oct. 20, 1914	Jan. 26, 1915
..	.....	.....	.....	.....	.....	.....

at Distributing Stations

2	1/0 Copper.	9 B.W.G. Gal.Iron	9/32" G. Steel	O.B. 11622	Feb. 9, 1917	Oct. 10, 1919
1	2 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	.....	.....
1	1/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Sept. 25, 1914	Dec. 2, 1914

at Junctions

2	1-2 S.R. Alum. 1-2 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	April 26, 1911	Feb. 29, 1912
2	1-2 S.R Alum. 1-2 Alum.	8 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2041	April 26, 1911	Feb. 29, 1912
2	2 Alum.	8 " "	¼" " "	Thom 2041	April 19, 1911	July 24, 1911
2	2 Alum.	8 " "	¼" "	Thom 2041	April 19, 1911	July 24, 1911
2	1/0 Copper	9 B.W.G. Gal. Iron	9/32" G. Steel	O.B. 11622	Feb. 9, 1917	Oct. 10, 1919
1	2/0 Copper.	.....	¼" Gal. Steel	O.B. 9403	Oct. 24, 1914	Feb. 17, 1915
1	2/0 Copper.	.....	.....	.....	.....	.....
1	2/0 Copper.	.....	¼" Gal. Steel	O.B. 9403	Oct. 24, 1914	Feb. 17, 1915

OF LINES

SYMBOL "J"

at Distributing Stations

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	1/0 Alum.	None	None	8-½" x 10"	April, 1914	Nov. 1914
2	1/0 Alum.	.....	.....	Similar	July, 1913	Nov., 1914
1	1/0 Alum.	.....	.....	to O.B.	July, 1913	Nov., 1914
2	1/0 Alum.	.....	.....	No. 9416	July, 1913	Nov., 1914
1	1/0 Alum.	.....	.....	"	May, 1915	Aug., 1915
1	1/0 Alum.	.....	.....	"	Aug., 1915	Oct., 1915
1	1/0 Alum.	.....	.....	"	Aug., 1915	Sept. 1915

at Junctions

1	2 Bare Str'd Cop.	.....	.....	C.P .889	Sept. 24, 1918	Feb. 1, 1919
1	1/0 Alum.	.....	.....	8-1/2"x10"	May, 1914	Nov., 1914
1	1/0 Alum.	.....	.....	Similar	June, 1913	Nov., 1914
1	1/0 Alum.	.....	.....	to O.B.	July, 1915	Aug., 1915
1	1/0 Alum.	.....	.....	No. 9416	Aug., 1915	Sept., 1915

DESCRIPTION
SEVERN SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver Span	Miles	No. of Poles	Voltage
S	S.L.			Feet	Feet			
67 x 1	16	Jct. Pole No. 431	Midland D.S.	40	100	5.30	272	22,000
1 x 2	17	Midland D.S.	Penetang D.S.	40	120	3.03	143	22,000
72 x 4	22	Jct. Pole No. 1590	Barrie D.S.	40	120	1.57	64	22,000
60 x 5	9	Jct. Pole No. 1786	Collingwood D.S.	40	120	12.04	525	22,000
56 x 6	2	Jct. Pole No. 193	Coldwater D.S.	40	120	1.16	55	22,000
57 x 7	4	Jct. Pole No. 903	Elmvale D.S.	40	120	.42	19	22,000
20 x 9	23	Big Chute Gen. Sta.	Swift Rapid Gen. Sta.	30	120	7.50	328	22,000
60 x 10	8	Jct. Pole No. 1786	Stayner D.S.	40	120	1.50	69	22,000
69 x 19	13	Jct. Pole No. 188	Victoria Harbor D.S.	40	120	1.52	82	22,000
71 x 21	20	Jct. Pole No. 401	C.P.R.Elevator D.S.	35	125	1.33	58	22,000
72 x 22	21	J t. Pole No. 1590	Camp Borden D.S.	35	132	14.76	604	22,000
84 x 32	29	Jct. Pole No. 2701	Alliston D.S.	40	125	1.82	86	22,000
83 x 33	32	Jct. Pole No. 2984	Beeton D.S.	40	125	1.76	84	22,000
83 x 34	31	Jct. Pole No. 2984	Tottenham D.S.	40	125	3.61	177	22,000
87 x 35	27	Jct. Pole No. 2282	Cookstown D.S.	40	125	2.24	98	22,000
86 x 36	35	Jct. Pole No. 2021	Thornton D.S.	40	125	1.85	81	22,000
62 x 37	34	Jct. Pole No. 2451	Bradford D.S.	40	125	7.25	319	22,000
								Lines Terminating
10 x 1002	10	Stayner D.S.	Creemore	35	120	7.68	347	4,000

DESCRIPTION
SEVERN SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver Span	Miles	No. of Poles	Voltage
S	S.L.			Feet	Feet			
20 x 52	11	Big Chute Gen. Sta.	Waubaushene Sw.Sta.	35	120	12.00	504 527	22,000
57 x 54	5	Jct. Pole No. 903	Jct. Pole No. 1110	40	120	4.57	207	22,000
52 x 56	1	Waubaushene Sw. Sta.	Jct. Pole No. 193	40	120	3.68	163	22,000
56 x 57	3	Jct. Pole No. 193	Jct. Pole No. 903	40	120	15.86	711	22,000
54 x 60	7	Jct. Pole No. 1110	Jct. Pole No. 1786	40	120	15.07	676	22,000
4 x 61	24	Barrie D.S.	Jct. Pole No. 1834	40	125	3.88	180	22,000
87 x 62	33	Jct. Pole No. 2282	Jct. Pole No. 2451	40	125	3.87	169	22,000
71 x 67	19	Jct. Pole No. 401	Jct. Pole No. 431	35	100	.56	30	22,000
52 x 69	12	Waubaushene Sw. Sta.	Jct. Pole No. 188	40	100	3.59	188	22,000
69 x 71	14	Jct. Pole No. 188	Jct. Pole No. 401	40	100	4.03	213	22,000
54 x 72	6	Jct. No. 1110	Jct. Pole No. 1590	40	120	10.76	480	22,000
84 x 83	30	Jct. Pole No. 2701	Jct. Pole No. 2984	40	125	6.30	283	22,000
35 x 84	28	Cookstown D.S.	Jct. Pole No. 2701	40	125	7.35	321	22,000
61 x 86	25	Jct. Pole No. 1834	Jct. Pole No. 2021	40	125	4.28	187	22,000
86 x 87	26	Jct. Pole No. 2021	Jct. Pole No. 2282	40	125	5.99	261	22,000

OF LINES
SYMBOL "S"

at Stations

No. of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	1-2/0 Alum. 1-1/0 S.R. Alum.	1-12 B.W.G. G.Iron 1-10 B&S CC Steel	¼" Gal. Steel	C.P. 889 Pittsburg	April 11, 1917	May 22, 1917
2	2 Std. Copper	10 B&S..C.C. Steel	¼" Gal. Steel	C.P. 889	June 7, 1911	July 18, 1911
2	2/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom.2111	Nov. 6,1912	April 6, 1913
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 889 Thom.2111	Nov. 1, 1912	Feb. 24, 1913
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom.2111	Sept. 20, 1912	Feb. 24, 1913
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom.2111	Feb. 1, 1913	May 27, 1913
1	2 S.R. Alum.	10 B.&S. Copper	5/16" Gal. Stl.	O.B.9410	.....	.....
1	2 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom.2111	Jan. 24, 1913	Feb. 25, 1913
1	2 Alum.	12 BWG. G. Iron	¼" Gal. Steel	C.P. 188 Pittsburg	.....	.....
2	1/0 Alum.	9 B.W.G.Ga. Iron	¼" Gal. Steel	O.B. 12547	Feb. 29, 1916	July 24, 1916
1	6 M.H.D. Copper	9 B.W.G.Ga. Iron	6 BWG.Ga.I.	C.P. 136	May 30, 1916	June 29, 1916
1	125000 C.M.S.RA.	9 B.W.G.Ga.Iron	9/32" Ga. Steel	C.P. 889	Dec. 8, 1917	May 23, 1918
1	5/16" Gal. Steel	9 B.W.G.Ga. Iron	9/32" Ga. Steel	C.P.889	Feb. 28, 1918	July 26, 1918
1	5/16" Gal. Steel	9 B.W.G.Ga. Iron	9/32" Ga. Steel	C.P. 889	Jan. 30, 1918	Sept. 9, 1918
1	125000 CMSR A1	9 B.W.G.Ga.Iron	¼" Gal. Steel	C.P. 889	Nov. 8, 1917	April 25, 1918
1	5/16" Gal. Steel	9 B.W.G. Ga. Iron	9/32" Ga. Steel	C.P. 889	June 15, 1918	Oct. 16, 1918
1	5/16" Gal. Steel	9 B.W.G. Ga. Iron	9/32" Ga. Steel	C.P. 889	Mar. 19, 1918	Sept. 16, 1918

at Customers

1	1/0 Alum.	.....	¼" Gal. Steel	P. 2822	Aug. 15, 1914	Oct. 21, 1914

OF LINES
SYMBOL "S"

at Junctions

No. of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	4/0 Alum. 2/0 Alum.	9 B.W.G. Gal. Iron 12 B.W.G.Ga. Iron	¼" Gal. Steel	Thom 2111	.....	1915
2	4/0 Alum.	9 B.W.G. Gal. Iron 10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2111	Oct. 20, 1912	Feb. 24, 1913
2	4/0 Alum.	9 B.W.G. Gal. Iron 10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2111	Sept. 20, 1912	Feb. 24, 1913
2	4/0 Alum.	9 B.W.G. Gal. Iron 10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2111	Sept. 25, 1912	Feb. 24, 1913
2	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 889 Thom 2111	Oct. 23, 1912	Feb. 24, 1913
1	125000 C.MSR.Al.	9 B.W.G. Ga. Iron	¼" Gal. Steel	C.P. 889	Sept. 13, 1917	April 25, 1918
1	5/16"Gal. Steel	9 B.W.G. Gal. Iron	9/32"G.Steel	C.P. 889	May 29, 1918	Sept. 16, 1918
2	2/0 Alum. 1/0 S.R. Alum.	12 B.W.G. Ga.Iron	.....	Pittsburg O.B. 12547	.....	.....
2	1/0 S.R. Alum. 2/0 Alum.	12 B.W.G. Ga. Iron	.....	Pittsburg O.B. 12547	April 1, 1916	July 24, 1916
2	2/0 Alum. 1/0 S.R. Alum.	12 B.W.G. Ga. Iron	.....	C.P. 133 Pittsburg	Mar. 7, 1916	July 24, 1916
2	2/0 Alum.	10 B.&S.C.C. Steel	¼" Gal. Steel	Thom 2111	Nov. 6, 1912	April 6, 1913
1	5/16" Gal. Steel	9 B.W.G. Gal. Iron	9/32" G. Steel	C.P. 889	Jan. 2, 1918	July 26, 1918
1	125000 CMSR Al.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 889	Nov. 16, 1917	May 23, 1918
1	125000 CMSR Al.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 889	Oct. 6, 1917	April 25, 1918
1	125000 CMSR Al.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 889	Oct. 20, 1917	April 25, 1918

DESCRIPTION

EUGENIA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
E.	E.F.L.			Feet	Feet			
65 x 2	2	Jct. Pole No 1141A	Owen Sound D.S.	40	125	5.28	227	22,000
52 x 3	1	Jct. Pole No. 316	Chatsworth D.S.	40	125	15.27	658	22,000
17 x 4	8	Elmwood D.S.	Chesley D.S.	40	125	6.07	259	22,000
55 x 5	9	Jct. Pole No. 297	Dundalk D.S.	40	125	11.44	499	22,000
56 x 6	25	Jct. Pole No. 1015	Durham Cem. Co. Sta.	Line not in operation				
57 x 7	4	Jct. Pole No. 971	Durham D.S.	40	125	.17	14	22,000
54 x 8	11	Jct. Pole No. 1491	Hanover D.S.	40	125	.76	33	22,000
59 x 9	5	Jct. Pole No. 1326	Mt. Forest D.S.	40	125	7.49	336	22,000
5 x 10	10	Dundalk D.S.	Shelburne D.S.	40	125	13.12	565	22,000
64 x 11	20	Jct. Pole No. 187	Collingwood D.S.	35	125	20.17	883	22,000
62 x 12	17	Jct. Pole No. 1987	Orangeville D.S.	30	130	.21	13	22,000
63 x 13	6	Jct. Pole No. 1798	Grand Valley D.S.	35	132	8.98	384	22,000
65 x 15	15	Jct. Pole No. 1141A	Kilsyth, D.S.	40	125	4.80	206	22,000
54 x 17	8	Jct. Pole No. 1491	Elmwood D.S.	40	125	4.99	214	22,000
55 x 18	4	Dundalk Jct.Pole, 297	Priceville D.S.	40	125	5.71	243	22,000
74 x 25	.....	Kinloss Jct. No. 2393	Kincardine D.S. N2909.	35	132	12.71	517	40,000
74 x 24	.....	Kinloss Jct.No.2393	Holyrood D.S.No.2616.	35	132	6.20	224	40,000
72 x 22	.....	Wingham Jct. No. 2759	Wingham D.S.No.2929.	35	132	4.11	170	40,000
71 x 21	.....	Teeswater Jct.No.2172.	TeeswaterD.S.No.2456.	35	132	7.01	284	40,000
76 x 26	.....	Walkerton Qu'yJ. 1977.	Walkerton Quarry Sta.	35	132	.25	12	40,000

Lines Terminating

1 x 52	1	Eugenia Gen. Sta.	Jct. Pole No. 316	40	125	7.28	316	22,000
58 x 54	7	Jct. Pole No. 964	Jct. Pole No. 1491	40	125	12.11	527	22,000
1 x 55	3	Eugenia Gen. Sta.	Jct. Pole No. 297	40	125	6.78	297	22,000
57 x 56	5	Jct. Pole No. 971	Jct. Pole No. 1015	40	125	1.05	44	22,000
58 x 57	4	Jct. Pole No. 964	Jct. Pole No. 971	40	125	.12	7	22,000
18 x 58	4	Priceville D.S.	Jct. Pole No. 964	40	125	9.97	423	22,000
56 x 59	5	Jct. Pole No. 1015	Jct. Pole No. 1326	40	125	7.21	311	22,000
10 x 60	17	Shelburne	Jct. Pole No. 1380	30	130	.49	19	22,000
63 x 62	17	Jct. Pole No. 1798	Jct. Pole No. 1987	30	130	4.50	198	22,000
60 x 63	17	Jct. Pole No. 1380	Jct. Pole No. 1798	30	130	10.20	418	22,000
1 x 64	19	Eugenia Gen. Sta.	Jct. Pole No. 187	35	125	4.04	187	22,000
3 x 65	2	Chatsworth D.S.	Jct. Pole 1141A	40	125	3.92	168	22,000
8 x 70	.....	Hanover D.S.Po. 1526	Walkerton Jt.P.No.1822	40	132	7.27	297	40,000
76 x 71	.....	Walkerton Quarry Jct. No. 1977	Teeswater Jct. No. 2172	40	132	4.84	195	40,000
21 x 72	.....	Teeswater Sub No. 2455	Wingham Jct. No. 2759	35	132	7.53	303	40,000
71 x 74	.....	Teeswater Jct. No. 2172	Kinloss Jct. No. 2393	35	132	5.51	222	40,000
70 x 76	.....	Walkerton Jct. No.1822	Walkerton Quarry Jct. No. 1977	40	132	3.81	155	40,000
8 x 863	26	Hanover D.S.	Jct. Pole No. 161	30	132	2.73	161	4,000

OF LINES

SYMBOL "E"

at Stations

No. of Circuits	Power Cable. B. & S. Gauge.	Telephone Wire. B. & S. & B.W.G. Gauge.	Ground Cable.	Power Ins. No.	Work Commenced	In Operation
2	3/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	April 7, 1915	Nov. 18, 1915
2	3/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	Mar. 17, 1915	Nov. 18, 1915
1	3/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	Dec. 4, 1915	June 18, 1916
1	1/0 Alum.	9 B.W.G. Gal. Iron	¼" Galv. Steel	C.P. 133	May 20, 1915	Nov. 18, 1915
2	3/0 Alum.	6 B.& S. S.R. Alum.	¼" Gal. Steel	C.P. 133	April 13, 1915	Nov. 18, 1915
3	1-1/0 S.R. Alum.	9 B.W.G. Gal. Iron				
	2-3/0 S.R. Alum.	6 B. &S. S.R.Alum.	¼" Galv. Steel	C.P. 133	Aug. 18, 1916	Sept. 16, 1916
2	1-3/0 Alum.					
	1-5/16" Steel	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	April 26, 1915	Nov. 18, 1915
1	1/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	June 9, 1915	Nov. 18, 1915
1	1/0 Copper	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 889	Aug. 14, 1916	Oct. 6, 1916
1	6 Copper	10 B.W.G. Ga. Iron	.....	C. P. 889 & special	Built by P.R.	Devel. Co.
1	6 M.H.D. Copper	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 889	July 21, 1916	Dec. 1, 1916
1	6 B.W.G. Gal. Iron	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 889	Nov. 7, 1916	Jan. 1, 1918
1	3/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	Dec. 4, 1915	June 18, 1916
2	3/0 Alum.	6 B.& S.S.R.Alum.	¼" Gal. Steel	C.P. 133	April 13, 1915	Nov. 18, 1915
1	1/0 S.R. Alum.	6 S.R. Alum.	5/16" Ga. Steel	C.P. 1162	Aug. 11, 1920	Jan. 11, 1921
1	5/16" Gal. Steel	9 B.W.G. Gal. Iron	5/16" Ga. Steel	C.P. 1162	Sept. 13, 1920	Jan. 11, 1921
1	1/0 S.R. Alum.	6 S.R. Alum.	5/16" Ga. Steel	C.P. 1162	Oct. 14, 1920	Dec. 21, 1920
1	1/0 S.R. Alum.	6 S.R. Alum.	5/16" Ga. Steel	C.P. 1162	May 27, 1920	Dec. 19, 1920
1	2 S.R. Alum.	9 B.W.G. Gal. Iron	4 x 12 Ga. Steel	C.P. 1162	Dec. 1, 1921	Feb. 2, 1921

at Junctions

2	3/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	Mar. 17, 1915	Nov. 18, 1915
2	1-3/0 S.R. Alum.	6 B.& S. S.R. Alum.	¼" Gal. Steel	C.P. 133	Oct. 19, 1915	June 18, 1916
	1-3/0 Alum.					
2	3/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	April 10, 1915	Nov. 18, 1915
2	1-3/0 Alum.					
	1-5/16" Steel	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	April 26, 1915	Nov. 18, 1915
2	3/0 Alum.	6 B.& S. S.R. Alum.	¼" Gal. Steel	C.P. 133	April 13, 1915	Nov. 18, 1915
2	3/0 Alum.	6 B.& S. S.R. Alum.	¼" Gal. Steel	C.P. 133	April 13, 1915	Nov. 18, 1915
2	1-3/0 Alum.					
	1-5/16" Steel	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	April 26, 1915	Nov. 18, 1915
1	6 Copper	10 B.W.G. Ga. Iron	.....	C.P. 889 & Special	Built by P.	R. Devel. Co.
1	6 Copper	10 B.W.G. Ga. Iron	.....	C.P. 889 & Special	Built by P.	R. Devel. Co.
1	6 Copper	10 B.W.G. Ga. Iron	.....	C.P. 889 & Special	Built by P.	R. Devel. Co.
1	1/0 Copper	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 889	Aug. 21, 1916	Oct. 6, 1916
2	3/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	April 7. 1915	Nov. 18, 1915
1	1/0 S.R. Alum.	6 S.R. Alum.	5/16" G.Steel	C.P. 889	May 22, 1920	Dec. 19, 1920
1	1/0 S.R. Alum.	6 S.R. Alum.	5/16" Ga. Steel	C.P. 889 & C.P. 1162	June 8, 1920	Dec. 1920
1	1/0 S.R. Alum.	6 S.R. Alum.	5/16" Ga. Steel	C.P. 1162	July 9, 1920	Dec. 21, 1920
1	1/0 S.R. Alum.	6 S.R. Alum.	5/16" Ga. Steel	C.P. 1162	July 30, 1920	Jan. 11, 1921
1	1/0 S.R. Alum.	6 S.R. Alum.	5/16" Ga. Steel	C.P. 889 & C.P. 1162	June 8, 1920	Dec. 1920
1	3/0 Alum.	.....	6B WG.G. Iron	C.P. 105	Nov. 1, 1917	Dec. 12, 1917

DESCRIPTION

EUGENIA SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
E.	E.F.L.			Feet	Feet			
1 x 101	12	Eugenia Gen. Sta.	Markdale	.....	.....	7.28	.....	4,000
1 x 102	13	Eugenia Gen. Sta.	Flesherton	.....	.....	6.78	.....	4,000
7 x 702	14	Durham D.S.	Holstein	30	130	2.63	96	4,000
863 x 2	28	Jct. Pole No. 161	Neustadt	30	132	2.36	96	4,000
863 x 3	27	Jct. Pole No. 161	Carlsruhe	30	132	1.22	57	4,000
10 x1002	18	Shelburne D.S.	Horning's Mills	30	130	5.53	234	4,000
12 x 1202	21	Orangeville D.S.	Alton Foundry	30	132	5.75	249	4,000
13 x 1302	22	Grand Valley D.S.	Arthur	30	120	12.36	531	4,000
15 x 1501	16	Kilsyth D.S.	Tara	40	125	6.80	291	4,000
24 x 2402	.....	Holyrood D.S.No. 1.	Lucknow No. 172	30	150	4.76	170	4,000
24 x 2403	.....	Holyrood D.S.No. 1.	Ripley No. 218	30	150	6.14	218	4,000

DESCRIPTION

WASDELLS SYSTEM

H. T.

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
W.	W.L.			Feet	Feet			
52 x 2	2	Jct. Pole No. 1203	Beaverton D.S.	40	120	1.49	70	22,000
53 x 3	3	Jct. Pole No. 1559	Cannington D.S.	40	120	1.86	86	22,000
54 x 4	8	Jct. Pole No. 183	Severn Sys. (Longford)	35	132	6.41	267	22,000
56 x 6	.....	Jct. Pole No. 1011	Kirkfield D.S.	35	150	11.34	412	22,000
54 x 51	1	Jct. Pole No. 183	Jct. Pole No. 832	40	120	14.34	649	22,000
56 x 52	1	Jct. Pole No. 1011	Jct. Pole No. 1203	40	120	4.32	193	22,000
57 x 53	3	Jct. Pole No. 1408	Jct. Pole No. 1559	40	120	3.34	151	22,000
1 x 54	1 & 1A	Wasdell's Falls,Gen.Sta.	Jct. Pole No. 183	40	120	3.94	183	22,000
51 x 56	1	Jct. Pole No. 832	Jct. Pole No. 1011	40	120	3.93	178	22,000
52 x 57	3	Jct. Pole No. 1203	Jct. Pole No. 1408	40	120	4.47	205	22,000
								L. T.
2 x 202	4	Beaverton D.S.	Gamebridge	.....	.....	5.81	.....	4,000
202 x 3	5	Gamebridge	Brechin	.....	.....	3.93	.....	4,000
3 x 302	6	Cannington D.S.	Woodville	30	120	5.15	148	4,000
3 x 303	7	Cannington, D.S.	Sunderland	30	120	7.40	335	4,000
6 x 602	.....	Kirkfield D.S.	Kirkfield	.....	.....	1.01	.....	4,000

DESCRIPTION

MUSKOKA SYSTEM

Lines

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
M.	M.L.			Feet	Feet			
1 x 2	1	South Falls Gen. Sta.	Huntsville Sta.	35	132	26.32	1,141	22,000

OF LINES

SYMBOL "E"—Continued

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	2 S.R. Alum.	.....	.....	O.B. 9403	Dec. 28, 1915	Feb. 8, 1916
1	2 S.R. Alum.	.....	.....	O.B. 9403	June 4, 1915	Nov. 18, 1915
1	2 S. R. Alum	.....	¼" Gal. Steel	O.B.9403	Dec. 10, 1915	April 3, 1916
1	3/0 Alum.	.....	6 BWG G Iron	C.P. 105	Oct. 10, 1918	Nov. 17, 1918
1	6 M.H.D. Copper	.....	6 BWGG. Iron	C.P. 505	Sept. 26, 1918	Nov. 17, 1918
1	6 M.H.D. Copper	.....	10 BWG G Ir.	.....	Built by P. R.	Devel Co.
1	4 M.H.D. Copper	.....	6 BWG G Iron	O.B. 9403	Oct. 17, 1916	Nov. 27, 1916
1	4 M.H.D. Copper	.....	6 BWG G Iron	O.B. 9403	Oct. 30, 1916	Feb. 19, 1917
1	6 M.H.D. Copper	9 BWG G Iron	¼" Gal. Steel	C.P. 259 Brown	Oct. 12, 1916	Jan. 1, 1918
1	2 S.R. Alum.	.....	¼" Gal. Steel	C.P. 505	Sept. 22, 1920	Jan. 11, 1921
1	2 S.R. Alum.	.....	¼" Gal. Steel	C.P. 505	Nov. 5, 1920	Jan. 12, 1921

OF LINES

SYMBOL "W"

Lines

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	¼". Gal. Steel	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Mar. 30, 1914	Sept. 28, 1914
1	¼" Gal. Steel	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Feb. 18, 1914	Sept. 28, 1914
1	1/0 Alum.	9 B.W.G. Gal. Iron	¼" Gal. Steel	C.P. 133	Feb. 17, 1916	June 4, 1916
1	2 S.R. Alum	6 S .R. Alum.	9/32" G.Steel	O.B. 12546	Feb. 10, 1920	April 22, 1920
1	1/0 S.R. Alum.	10 B.&S. C.C. Steel	¼" Gal Steel	C.P. 136 C.P. 133	Jan. 17, 1914	Sept. 28, 1914
1	1/0 S.R. Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136 C.P. 133	Jan. 17, 1914	Sept. 28, 1914
1	¼" Gal. Steel	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136	Feb. 18, 1914	Sept. 28, 1914
2	1/0 Alum. 1/0 S.R. Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136 C.P. 133	Jan. 17, 1914	Sept. 28, 1914
1	1/0 S.R. Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 136 C.P. 133	Jan. 17, 1914	Sept. 28, 1914
1	2 S.R. Alum.	10 B.&S. C.C. Steel	¼" Gal Steel.	C.P. 136	Feb. 18, 1914	Sept. 28, 1914

Lines

1	1/0 Alum.	.....	.....	P. 2822	May 2, 1914	Oct. 6, 1914
1	1/0 Alum.	.....	.....	P. 2822	July 25, 1914	Oct. 6, 1914
1	1/0 Alum.	.....	¼" Gal. Steel	P. 2822	May 19, 1914	Oct. 19, 1914
1	1/0 Alum.	.....	¼" Gal. Steel	P. 2822	June 1, 1914	Oct. 19, 1914
1	2 S.R. Alum....	.....	.....	C.P. 505	April 19, 1920	June 18, 1920

OF LINES

SYMBOL "M"

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	2 S.R. Alum	9 B.W.G. Gal. Iron	¼" Gal. Steel	O.B. 12547	Aug. 6, 1915	Aug. 15, 1916

DESCRIPTION

ST. LAWRENCE SYSTEM

Lines Terminating

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
L.	St. L.			Feet	Feet			
1462 x 2	.....	Avonmore Jct	Avonmore.....	.....	.....	.....	.....	.....
1463 x 3	.....	Domv'lle Jct. 4000V....	Maxville..... 44,000 Const. L67 x 1	45 7 trans	325 ferred	5.17	94	4,000
6 x 601	.....	Toronto Paper Co. Sta.	Toronto Paper Co.	.....	.....	.....	.....	550
7 x 701	6	Morrisburg Met. Sta...	Williamsburg.....	.....	.....	6.57	.....	4,000
13 x 1302	.....	Martintown D.S.....	Lancaster No. 399.....	30	160	11.59	399	4,000

Lines Terminating

11 x 1	.....	Mille Roche..... (Tel. line only)	Cornwall Sta.....	.....	.....	.....	.....	.....
52 x 2	1	Jct. Pole No. 363½ at Iroquois	Prescott D.S.....	40	120	15.33	721	26,400
2 x 3	5	Prescott D.S.....	Brockville D.S.....	40	120	14.08	630	26,400
7 x 4	2	Williamsburg, D.S..... No. 298	WinchesterD.S. No. 746	40	120	9.78	449	26,400
4 x 5	3	Winchester D.S.....	ChestervilleD.S.No1051	40	120	6.71	303	26,400
68 x 6	12	Cornwall P. & P. Co... Jct. Pole No. 85...	Toronto Paper Co. Sta.	40	176	.11	5	46,000
54 x 7	2	Jct. Pole No. 94.....	Williamsburg, D.S..... No. 298	40	120	4.61	204	26,400
66 x 13	.....	Grants Corners..... Jct. 143	Martintown Sub..... No. 231	45	325	5.55	88	44,000
13 x 14	.....	Martintown DS No.231	Apple Hill DS No. 322..	45	325	5.36	91	44,000
67 x 15	.....	Dom. Jct. (44000V.)... No. 349	Alexandria D.S..... No. 510	45	325	8.91	161	44,000
68 x 18	.....	Cornwall P. & P. Co... Jct. No. 85	Cornwall P. & P. Co... Sta.	50	132	1.66	73	44,000

Lines Terminating

1 x 51	8	Cornwall Sta.....	Jct. Pole No. 391.....	40	176	12.63	391	46,000
53 x 52	1	J. Po. No.1 at M'rrsb'g.	J.Po. No.363½ at I'qu's	40	120	7.63	363	26,400
54 x 53	2	Jct. Pole No. 94.....	J.Po.No.1 at Morrisburg	40	120	1.96	94	26,400
51 x 54	8	Jct. Pole No. 391.....	Jct. Pole No. 94.....	40	176	12.76	340	46,000
14 x 1462	.....	Apple Hill D.S.....	Avonmore Jct. No. 18.. carried on Po. L14 x 67	30	.....	1.04	18	4,000
1462 x 63	.....	Avonmore Jct. No. 18..	Domville Jct. No. 26. (4000V) carr'd on poles	30 L14x 67	.....	.58	8	4,000
1 x 66	.....	Cornwall Sta.....	Grants Corners,Jct.143	45	325	8.12	143	44,000
14 x 67	.....	Apple Hill D.S.No.322	Dom.J.(44000V)No.349	45	325	1.62	27	44,000
1 x 68	12	Cornwall Station.....	Cornwall P. & P. Co... Jct. No. 85	40	176	2.46	85	46,000

OF LINES

SYMBOL "L"

at Customers

No.of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
.....	.....	.....	.....	.....	.....	.....
1	2 S.R.. Aluminum	.....	5/16" Ga.Steel	C.P. 725	Oct. 8, 1920	Feb. 22, 1921
.....	.....	.....	.....	C.P. 105	.....	.....
1	6 M.H.D. Copper	.....	.....	C.P. 105	Feb. 22, 1915	Mar. 20, 1915
1	2 S.R. Alum.	.....	¼" Gal. Steel	C.P. 105	Nov. 4, 1920	May 25, 1921

at Stations

.....	.....	.....	.....	.....	.....	.....
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal.Steel	Thom 2111	Oct. 29, 1912	Oct. 23, 1913
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	C.P. 133	Oct. 16, 1914	aApril 4, 1915
1	5/16" Gal. Steel	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2111	June 4, 1912	Dec. 18, 1913
1	3/0 Alum.	10. B.&S.C.C. Steel	¼" Gal. Steel	Thom 2111	Sept. 6, 1913	Feb. 7, 1914
1	336000 CMSR Al.	9 B.W.G. Ga. Iron	9/32" G. Steel	C.P. 1159 JD 2 units JD 3 units	Sept. 24, 1918	June 19, 1919
1	5/16" Gal. Steel	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2111	June 4, 1912	Dec. 18, 1913
1	2 S.R. Alum.	3 x 12 Gal. Steel	9/32" Ga.Steel	JD 2 units JD 3 units	June 4, 1920	Jan. 18, 1921
1	2 S.R. Alum.	3 x 12 Gal. Steel	9/32" Ga.Steel	JD 2 units JD 3 units	July 15, 1920	Jan. 18, 1921
1	2 S.R. Alum	3 x 12 Gal. Steel	9/32" Ga.Steel	JD 2 units JD 3 units	Aug. 12, 1920	Jan. 18, 1921
1	6/0 S.R. Alum.	6 S.R. Alum.	9/32" Ga.Steel	C.P. 1159 JD 2 units JD 3 units	Jan. 13, 1921	May 26, 1921

at Junctions

1	3/0 Alum.	9 B. W.G. Gal. Iron	9/32" Ga.Steel	C.P. 1159 JD 2 units JD 3 units	May 7, 1918	April 30, 1919
1	3/0 Alum.	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2111	Oct. 29, 1912	Oct. 23, 1913
1	5/16" Gal. Steel	10 B.&S. C.C. Steel	¼" Gal. Steel	Thom 2111	June 4, 1912	Dec. 18, 1913
1	3/0 Alum.	9 B.W.G. Iron	9/32" Gal.Steel	C.P. 1159 JD 2 units JD 3 units	May 7, 1918	April 30, 1919
1	2 S.R .Alum.	.....	.....	C.P. 105.	Jan. 15. 1921	Feb. 22, 1921
1	2 S.R. Alum.	.....	.....	C.P. 105	Jan. 30, 1921	Feb. 22, 1921
1	2 S.R. Alum.	3 x 12 Gal. Steel	9/32" G. Steel	JD 2 units JD 3 units	June 2, 1920	Jan, 18, 1921
1	2 S.R. Alum.	3 x 12 Gal. Steel	9/32" G. Steel	JD 2 units JD 3 units	Aug. 11 1920	Jan. 18, 1921
1	336000 CMSR Al.	9 B.W.G. Gal. Iron	9/32" Ga.Steel	C.P. 1159 JD 2 units JD 3 units	Sept. 24, 1918	June 19, 1919

DESCRIPTION

RIDEAU SYSTEM

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
H	R.L.			Feet	Feet			
8 x 2	1	Balderson Sta.....	Perth Trans. Sta.....	35	132	4.95	201	26,400
55 x 3	2	Jct. Pole No. 1328.....	Smith's Falls Sta.....	35	132	5.64	233	26,400
55 x 5	4	Jct. Pole No. 1328.....	Carleton Place Sta.....	30	150	14.24	523	26,400
3 x 7	3	Smith's Falls Sta.....	Merrickville Gen. Sta..	35	132	12.30	517	26,400
1 x 8	1	High Falls Gen. Sta....	Balderson Sta.....	35	132	16.08	666	26,400
7 x 9	.....	Merrickville Gen. Sta..	Kemptville Sta.....	30	250	12.13	257	26,400
2 x 55	2	Perth Trans. Sta.....	Jct. Pole No. 1328.....	35	132	11.31	459	26,400
8 x 801	.....	Balderson Sta.....	Lanark.....	30	160	4.97	171	2,300

DESCRIPTION

THUNDER BAY SYSTEM

P.				Feet	Feet			
2(P) x 301	.....	Twin Cities T.S..... (Proposed)	Kaministiquia Power Co.	45	125	.70	.....	22,000
2(P) x 261	.....	Twin Cities T.S..... (Proposed)	Lyon Ave. Jct.....	45	125	1.64	.....	22,000
261 x 231	.....	Lyon Ave. Jct.....	Port Arthur Sub.....	45	125	2.18	.....	22,000
2(T) x 231	.....	*Port Arthur(Temp.)* ...	*Port Arthur Sub*.....	*45*	*125*	*5.04*	.....	*22,000*
1 x 50	.....	Nipigon Gen. Stat.....	Sprucewood.....	45	330	17.33	282	110,000
50 x 51	.....	Sprucewood Jct.....	Everard Switch.....	.....	.....	1.90	31	110,000
51 x 55	.....	Everard.....	Hurkett Switch.....	45	330	6.49	103	110,000
55 x 52	.....	Hurkett.....	Pearl Switch.....	.....	.....	15.73	253	110,000
52 x 53	.....	Pearl.....	Sibley Switch.....	45	330	13.82	209	110,000
53 x 54	.....	Sibley.....	Bear Point Jct.....	45	330	14.74	239	110,000
54 x 2 (T)	.....	Bear Point Jct.....	Pt. Arthur (Temp) T.S.	45	330	.35	7	110,000
1 x 56	.....	Nipigon Gen. Stat.....	Nipigon Jct.....	R/W	cleared	only		
57 x 50	.....	Nipigon Jct.....	Sprucewood Jct.....	45	330	6.43	106	110,000
56 x 6	.....	Nipigon Jct.....	Nipigon Fibre & Paper.	45	330	.24	5	110,000
54 x 2 (P)	.....	Bear Point Jct.....	Twin Cities T.S. (Proposed) No work done on this section					
50 x 6	.....	Sprucewood Jct.....	Nip. Fibre & Paper Co. P50x56, P1x56, andP56x6 are grouped					
50 x 2(T)	.....	Sprucewood Jct.....	Port Arthur (T) P50x51, P51x55, P55x52, P52x53, P53x54 and					

DESCRIPTION

NIPISSING SYSTEM

Z				feet	feet			
1 x 101	.....	Nipissing Power House	Nipissing Village.....	28	126	2.50	128	2,200
1 x 52	.....	Nipissing Power House	Powassan Tap.....	34	126	3.00	137	22,000
52 x 2	.....	Powassan Tap.....	Powassan.....	32	126	4.00	184	22,000
52 x 3	.....	Powassan Tap.....	Callendar.....	34	126	7.00	318	22,000
3 x 4	.....	Callendar.....	North Bay.....	35	126	8.20	401	22,000

OF LINES

SYMBOL "H"

No. of Circuits.	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	125,000 c.m. S.R. Al	9 B.W.G. Gal. Iron	9/32" G. Steel	C.P. 889	Aug. 22, 1918	June 23, 1919
1	125,000 c.m. S.R. Al	9 " "	9/32" "	C.P. 889	April 12, 1918	Feb. 18, 1919
1	125,000 c.m. S.R. Al	9 " "	9/32" "	C.P. 889 O.B.11622	May 7, 1919	May 31, 1920
1	5/16" Gal. Steel..	9 " "	¼" Gal. Steel	C.P. 889	Nov. 27, 1917	Sept. 5, 1918
1	125,000 c.m. S.R. Al	9 " "	9/32" G. Steel	C.P. 889	Aug. 22, 1918	June 23, 1919
1	3x12 Gal. Steel	3x12 Gal. Steel	.....	O.B. 9410	July 26, 1921	Nov. 28, 1921
1	125,000 c.m. S.R. Al	9 B.W.G. Gal. Iron	9/32" G. Steel	C.P. 889	April 12, 1918	Feb. 18, 1919
1	2 S.R. Alum.	.....	.....	C.P. 105	July 26, 1921	Sept. 29, 1921

OF LINES

SYMBOL "P"

Ind. 2 Poles	3/0 Alum.	No. 10 Copper	¼" Gal. Steel	O.B. 9410	.....	1910
do	3/0 Alum.	No. 10 "	¼" " "	" "	.....	1910
do	3/0 Alum.	No. 10 "	¼" " "	" "	.....	1910
2	*4/0 Alum.*	*No. 10* "	¼" " "	*C.P. 889*	*Prop. of Pt.*	*Arthur*
1	4/0 S.R. Alum.	3x13 Gal. Steel.	9/32" G. Steel	C.P. 2133	Dec. 17, 1919	Dec. 20, 1920
1	4/0 " "	3x13 "	9/32 "	C.P. 2133	Dec. 17, 1919	Dec. 20, 1920
1	4/0 " "	3x13 "	9/32" "	O.B. 12464	Mar. 1, 1919	Dec. 20, 1920
1	4/0 " "	3x13 "	9/32" "	O.B. 12464	Mar. 1, 1919	Dec. 20, 1920
2	4/0 " "	3x13 "	9/32" "	C.P. 2133	Oct. 27, 1919	Dec. 20, 1920
1	4/0 " "	3x13 "	9/32" "	C.P. 2133	May 3, 1919	Dec. 20, 1920
1	4/0 " "	3x13 "	9/32" "	C.P. 2133	Nov. 4, 1920	Dec. 20, 1920
1	4/0 " "	3x13 "	9/32" "	C.P. 2133	Nov. 20, 1920	April 29, 1921
1	4/0 " "	3x13 "	9/32" "	C.P. 2133	Mar. 9, 1921	April 29, 1921

for operating purposes.

P54x2 (T)grouped for operating purposes.

OF LINES

SYMBOL "Z"

1	No. 6 W.P. Cop'r	.....	.....	.....	1911	1911
1	No. 2 Alum.	9 B.W.G. Gal. Iron	5/16" G. Steel	.....	Aug., 1909	Mar, 1910
1	No. 2 Alum.	9 " "	5/16" "	.....	Nov., 1911	Dec., 1911
1	No. 2 Alum.	9 " "	5/16" "	.....	Aug., 1909	Mar., 1910
1	No. 2 Alum.	9 " "	5/16" "	.....	Aug., 1909	Mar., 1910

DESCRIPTION
CENTRAL ONTARIO SYSTEM
H. T. Lines Ending at

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
C.	..			Feet	Feet			
2 x 3	.....	Sydney Gen. Stat.....	Sydney Ter. Stat.....	Under	ground 200	Cables		6,600
5 x 3	62 & 63	Frankford Gen. Stat...	Sydney Ter. Stat.....	35	100	4.70	260	6,600
53 x 3	R	Wooler Sw. Pole.....	Sydney Terminal.....	35	176	6.53	207	44,000
96 x 6	H	Picton Jct.....	Brighton Stat.....	35	132	7.30	307	44,000
6 x 7	H	Brighton Stat.....	Colborne Stat.....	35	132	10.10	429	44,000
12 x 11	12 TieLine	Campbellford Town Plant.	Seymour Gen. Stat.....	30	132	1.20	50	2,400
7 x 13	H	Colborne Station.....	Cobourg Station.....	35	132	13.80	581	44,000
13 x 16	H	Cobourg Station.....	Port Hope Station.....	35	132	6.70	249	44,000
17 x 18	20	Peterboro Hydraulic...	Auburn Gen. Stat.....	Carrie	d on C	18 x 20	Poles	2,400
18 x 19	80 & 81	Auburn Gen. Stat.....	Auburn Step-up Stat...	Under	ground	Cables	200 ft.	6,600
31 x 19	Y	Norwood Stat.....	Auburn Step-up Stat...	40	300	17.89	301	44,000
79 x 19	K	Lindsay Jct.....	Auburn Step-up Stat...	35	132	8.70	384	44,000
18 x 20	83, 84 & 85	Auburn Gen. Stat.....	Peterboro Station.....	30–50	100	2.00	105	6,600
66 x 22	C	Port Hope Sw. Sta.....	Newcastle Trans. Stat..	35	132	15.60	717	44,000
22 x 23	C	Newcastle Stat.....	Bowmanville Stat.....	35	132	4.50	206	44,000
				40	150	1.20	40	44,000
23 x 24	C	Bowmanville Stat.....	Oshawa Stat.....	35	132	9.70	418	44,000
75 x 25	Mill'bk. Tap	Millbrook Jct.....	Millbrook Stat.....	35	132	1.70	71	44,000
76 x 26	.....	Not to be used. (One	span only).....	.....	.....	.....	.....	.....
76 x 29	L	Omemee Sw. Tower....	Lindsay Stat.....	35	132	13.20	559	44,000
30 x 29	100 & 101	Fenelon Falls Gen. Sta.	Lindsay Stat.....	30	100	13.00	.....	11,000
14 x 31	Y	Healey Falls Gen. Sta..	Norwood Stat.....	40	300	10.44	174	44,000
47 x 32	.....	Marmora Stat.....	Delora Stat.....	35	132	4.10	182	44,000
83 x 33	Madoc Tap	Madoc Jct.....	Madoc Stat.....	35	132	9.60	437	44,000
83 x 34	A	Madoc Jct.....	Sulphide Stat.....	35	132	20.30	862	44,000
85 x 35	Stirling Tap	Stirling Jct.....	Stirling Stat.....	35	132	.20	8	44,000
86 x 36	Pulp M. Tap	Pulp Mill Jct.....	Pulp Mill, Campbellf'd.	35	132	1.40	55	44,000
87 x 37	64 & 65	Brit. Chem. Co. Jct....	Trenton Stat.....	30	132	.....	2	6,600
88 x 38	B'ville Tap	Belleville Sw. Sta.....	Belleville Stat.....	35	132	1.30	41	44,000
90 x 39	B.P. Co Tap	Belle. Chem. Co. Jct...	B'ville Cement Co. Sta.	35	132	1.00	57	44,000
90 x 40	Quarry Tap	Belle. Cement Co. Jct..	Pt. Anne Quarries Sta..	35	132	.90	49	44,000
91 x 41	E & F.	Lehigh Jct.....	Lehigh Cem. Co. St....	35	132	.60	33	44,000
92 x 42	J	Deseronto Jct.....	Deseronto Sta.....	35	132	2.80	115	44,000
92 x 43	J	Deseronto Jct.....	Napanee Stat.....	35	132	6.00	246	44,000
43 x 44	J	Napanee.....	Kingston Stat.....	35	175	26.50	863	44,000
96 x 45	Picton Tap	Picton Jct.....	Wellington Stat.....	40	176	17.62	565	44,000
45 x 46	Picton Tap	Wellington St.....	Picton Stat.....	40	176	10.80	345	44,000
82 x 47	Delora Tap	Delora Jct.....	Marmora Stat.....	35	132	10.40	464	44,000
								H.T. Lines Ending at
86 x 52	G	Pulp Mill Jct.....	G.B. Jct.....	35	132	14.20	641	44,000
64 x 53	R	Meyersburg Sw. Pole..	Wooler Sw. Pole.....	35	176	12.90	412	44,000
14 x 61	O	Healey Falls.....	Campbellford Jct	35	132	3.60	169	44,000

OF LINES
SYMBOL "C"

Transformers or Generating Stations

No. of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
2	Cirs.	Style "B."				1911
2	Cables each.					
3	300,000 c.m. Alum	9 B.W.G. Gal. Iron	1/4" Gal. Steel	Locke 298		1912
1	2/0 Copper.	10 B.&S. C.C. Steel	1/4" " "	O.B. 11623		1918
1	4/0 Alum.	9 B.W.G. Gal. Iron	1/4" " "	C.P. 1159 O.B.11623		1911
1	4/0 Alum.	9 " "	1/4" " "	C.P. 1159		1911
3	4/0 Alum.	9 " "				1910
1	4/0 Alum.	9 " "	1/4" Gal. Steel	C.P. 1159		1911
1	4/0 Alum.	9 " "	1/4" " "	C.P. 1159		1911
1	No. 1 Copper.					1902 Rebuilt 1918
2						
1	4/0 S.R. Alum.	3x13 Galv. Steel...	9/32" G. Steel	C.P. 1725		1920
1	4/0 S.R. Alum.	9 B.W.G. Gal. Iron	1/4" Gal. Steel	C.P. 1159		1912
3	2/0 Copper No. 1 Copper					1902 Rebuilt 1918
1	4/0 Alum.	9 B.W.G. Gal. Iron	1/4" Gal. Steel	C.P. 1159		1911
1	4/0 Alum.	9 " "	1/4" " "	" "		1911
2	4/0 Alum.	9 " "	1/4" " "	" "		1911
1	4/0 Alum.	9 " "	1/4" " "	" "		1911
1	6 BWG Gal. Iron	9 " "	1/4" " "	O.B. 10638		1912
1	2/0 Alum.	9 B.W.G. Gal. Iron	1/4" Gal. Steel	C.P. 1159		1912
2	4 Copper	9 " "	Barbed Wire			1899
1	4/0 S.R. Alum.	3x13 Gal. Steel.	9/32" G. Steel	C.P. 1725		1920
1	No. 2 Alum.	9 B.W.G. Gal. Iron	1/4" " "	C.P. 1159		1909
1	No. 2 Alum.	9 " "	1/4" " "	" "		1910
1	No. 2 Alum.	9 " "	1/4" " "	O.B. 25529		1910
1	No. 2 Alum.	9 " "	1/4" " "	362 Locke Retested		1910
1	No. 0 Alum.	9 " "	1/4" " "	362 Locke Retested		1911
2	No. 4/0 Alum.	9 " "				1911 Rebuilt 1917
1	4/0 Alum. 2 Alum.	9 " "	1/4" " "	C.P. 1159		1910
1	No. 2 Alum.	9 " "	1/4" " "	C.P. 1159		1911
1	No. 2 Alum.	9 " "	1/4" " "	C.P. 1159		1911
2	No. 2 Alum.	9 " "	1/4" " "	C.P. 1159		
1	No. 2 Alum.	9 " "	1/4" " "	" "		1912
1	4/0 Alum.	9 " "	1/4" " "	" "		1912
1	1/0 Copper.	9 " "	1/4" " "	C.P. 1725		1917
1	9/32" Galv. Steel	9 " "	9/32" Gal Steel	C.P. 1159		1919
1	9/32" " "	9 " "	9/32" "	" "		1919
1	No. 2 Alum.	9 " "	1/4" Gal. Steel	" "		1909

Switching Stations or Junctions

1	4/0 Alum.	9 B.W.G. Gal. Iron	1/4" Gal. Steel	362 Locke Retested		1911
1	2/0 Copper.	10 B.&S. C.C. Steel	1/4" " "	O.B. 11623		1918
1	4/0 Alum.	9 B.W.G. Gal. Iron	1/4" " "	362 Locke Retested		1912

DESCRIPTION
CENTRAL ONTARIO SYSTEM

H. T. Lines Ending at Switching

New Section Number	Old Section No.	From	To	Aver. height of Poles	Aver. Span	Miles	No. of Poles	Voltage
C	..			Feet	Feet			
14 x 64	R	Healey Falls	Meyersburg Sw. Pole	35	176	11.10	356	44,000
16 x 66	H	Port Hope	Port Hope Sw'n Stat	35	132	.20	8	44,000
66 x 75	K	Port Hope Sw. Stat	Millbrook Jct	35	132	15.50	663	44,000
79 x 76	L	Lindsay Jct	Omemee Sw. Tower	35	132	6.00	253	44,000
75 x 79	K	Millbrook Jct	Lindsay Jct	35	132	10.70	447	44,000
11 x 82	A	Seymour Gen. Stat	Deloro Sw. Sta	35	132	5.50	244	44,000
84 x 83	A	Harold Jct	Madoc Jct	35	132	5.10	212	44,000
82 x 84	A	Deloro Jct	Harold Jct	35	132	4.50	182	44,000
85 x 84	Q	Stirling Jct	Harold Jct	35	132	8.30	308	44,000
52 x 85	Q	G. B. Jct	Stirling Jct	35	132	1.10	48	44,000
11 x 86	G	Seymour Gen. Sta	Pulp Mill Jct	35	132	1.20	57	44,000
3 x 87	64 & 65	Sidney Ter. Sta	British Chem. Co. Jct	30	132	.70	28	6,600
3 x 88	M	Sidney Ter. Stat	Belleville Sw. Stn	35	132	12.70	515	44,000
52 x 88	B	G. B. Jct. No. 7	Belleville Sw. Stn	35	132	13.00	567	44,000
88 x 90	E & F	Belleville Sw. Sta	Belleville Cem. Co. Jct.	35	132	4.80	246	44,000
90 x 91	E & F	Belleville Cem. Co. Jct.	Lehigh Jct	35	132	1.00	51	44,000
91 x 92	J	Lehigh Jct	Deseronto Jct	35	132	11.20	552	44,000
3 x 96	H	Sidney Term. Stn	Picton Jct	35	132	4.70	203	44,000

L.T. Lines Ending at

87 x 301	.....	British Chem. Co. Jct.	Br. Chem. Co., Trenton	30	132	.10	6	6,600
5 x 501	70	Frankford Gen. Sta	Companies at Frankf'd	30	132	2.00	85	6,600
11 x 1101	.....	Seymour Gen. Sta	Comps. at Campbellf'd	30	132	1.25	50	2,400
11 x 1106	72	Seymour Gen. Sta	Hoard's	30	150	12.00	.....	6,600
18 x 1801	S2	Auburn Gen. Sta	Auburn Woollen Mills	30	132	.10	5	6,600
22 x 2201	.....	Newcastle Trans Sta	Newcastle	35	132	1.00	40	2,400
2201 x 2	Orono	Newcastle	Orono	30	132	5.00	210	2,400
24 x 2402	Whitby	Oshawa Stat	Whitby	30	132	4.00	175	4,160
30 x 3001	.....	Fenelon Falls Gen. Sta.	Fenelon Falls. One sp	an onl	y cross	ing riv	er 550	ft.
33 x 3302	.....	Madoc Stat	Can. Sulphur Ore	This li	ne has	been	taken	down
3363 x 3	.....	Cross & Wellington Jct	Cross & Wellington	30	132	1.50	60	4,160
3303 x 4	.....	Cross & WellngtonJct	Can. Indust. Minerals	30	132	2.50	100	4,160
3365 x 5	.....	Gillespie Talc. Mine Jct	Gillespie Talc. Mines	30	132	.10	3	4,160
3365 x 6	.....	Gillespie Talc. Mine Jct.	Anglo American Talc	30	132	.20	8	4,160
33 x 3307	.....	Madoc Stat	Gillespie Talc. Mill	30	132	1.00	40	4,160
33 x 3363	.....	Madoc Stat	Cross & Wellington Jct.	30	132	.80	32	4,160
3363 x 65	.....	Cross & Wellington Jct	Gillespie Talc. Mine Jct.	30	132	1.25	50	4,160
34 x 3402	.....	Sulphide Sta	Tweed	30	132	6.00	240	4,160
43 x 4302	New-burgh	Napanee Sta	Newburgh	30	132	7.91	.....	4,160
45 x 4502	B'field	Wellington Sta	Bloomfield	.....	.....	6.53	.....	4,160
14 x 1401	73	Healey Falls Pow. Hse.	Ont. Rock Co	30	150	6.01	222	6,600
18 x 1832	S2	Auburn Gen. Stat	Lakefield D.S.	30	150	7.92	290	6,600
26 x 2601	.....	Omemee Stat	Omemee	30	132	1.00	40	4,160
31 x 3102	.....	Norwood Stat	Havelock	30	150	6.62	259	4,000

OF LINES
SYMBOL " C "—Continued

Stations or Junctions (Continued)

No. of Circuits	Power Cable B. & S. Gauge	Telephone Wire B. & S. & B.W.G Gauge	Ground Cable	Power Ins. No.	Work Commenced	In Operation
1	2/0 Copper.	10B.&.S. C.C. Steel	1/4" Gal. Steel	O.B. 11623	.....	1918
1	4/0 Alum.	9 B.W.G. Gal. Iron	1/4" " "	C.P. 1159	.....	1911
1	4/0 Alum.	" "	1/4" " "	Pole 1-600 362 Locke	.....	1912
1	2/0 Alum.	9 " "	1/4" " "	C.P. 1159	.....	.....
1	4/0 Alum.	9 " "	1/4" " "	P. 600-630 362 Locke	.....	1912
1	No. 2 Alum.	9 " "	1/4" " "	362 Locke Retested	.....	1909
1	No. 2 Alum.	9 " "	1/4" " "	25529 O.B. 1159 C.P.	.....	1910
1	No. 2 Alum.	9 " "	1/4" " "	362 Locke Retested	.....	1909
1	No. 2 Alum.	9 " "	1/4" " "	362 Locke Retested	.....	1910
1	No. 2 Alum.	9 " "	1/4" " "	362 Locke Retested	.....	1910
1	4/0 Alum.	9 " "	1/4" " "	362 Locke Retested	.....	1911
2	4/0 Alum.	9 " "	.....	.....	.....	1911 Rebuilt 1917
1	4/0 Alum.	9 " "	1/4" " "	O.B. 11623 C.P. 1159	.....	1911
1	4/0 Alum.	9 " "	1/4" " "	C.P. 1159	.....	1910
2	4/0 Alum.	9 " "	1/4" " "	C.P. 1159 O.B. 12855	.....	1911
2	4/0 Alum.	9 " "	1/4" " "	C.P. 1159	.....	1911
1	4/0 Alum.	9 " "	1/4" " "	C.P. 1159	.....	1912
1	4/0 Alum.	9 " "	1/4" " "	O.B. 11623	.....	1911

Customers and Junctions

1	4/0 Alum.	9 B.W.G. Gal. Iron	.....	.....	.....	1917
1	No. 6 Copper No. 2 Alum.	.....	.....	.....	.....	1914
1	4/0 Alum.	9 B.W.G. Gal. Iron	9/32" G. Steel	.....	.....	1912
1	No. 2 Alum.	.....	.....	Locke 298	.....	1912
1	9/32" Gal. Steel	Carried on C18 x	1832 Poles	.....	.....	Rebuilt 1918
1	No. 4 W.P. Cop.	.....	.....	.....	.....	1911
1	No. 2 Alum.	.....	.....	.....	.....	1912
1	No. 2 Alum.	.....	1/4" Gal. Steel	.....	.....	1912
1	4/0 Alum.	.....	.....	.....	.....	1914
.....	.....	.....	.....	.....	.....	.....
1	No. 1 Std. Copper	.....	1/4" Gal. Steel	.....	.....	1917
1	No. 1 Std. Copper	.....	1/4" Gal. Steel	.....	.....	1912
1	No. 2 Alum.	.....	1/4" " "	.....	.....	1914
1	No. 6 Copper.	.....	1/4" " "	.....	.....	1916
1	No. 2 Alum.	.....	.....	.....	.....	1914
1	2/0 Copper	.....	1/4" " "	.....	.....	1911 Rewired 1918
1	No. 2 Alum.	.....	1/4" " "	.....	.....	1918
1	2/0 Alum.	9 B.W.G. Gal. Iron	9/32" G. Steel	.....	.....	1912
1	No. 2 Solid Cop'r.	.....	6 BWG. GIron	.....	.....	1917
1	No. 2 S.R. Alum.	Carried on C45 x	46 Poles.	C.P. 105B	.....	1919
1	No. 2 S.R. Alum.	.....	9/32" G. Steel	T. 2041	.....	1920
1	No. 2 S.R. Alum.	.....	9/32" G. Steel	T. 2041	.....	1920
1	No. 6 W.P. Cop'r	.....	9/32" G. Steel	.....	.....	1917
1	No. 2 S.R. Alum	.....	4x12 Gal. Steel	C.P. 505	.....	1921

DISTRIBUTION FEEDERS

Construction of wood pole lines and circuits to feed incorporated municipalities has been carried on as follows:—

NIAGARA SYSTEM:

Newbury to Wardsville—2.07 miles of wood pole line with single phase, 2,300 volt circuit.

Work commenced—April 15th, 1921.
Made alive—June 15th, 1921.
Work completed—June 25th, 1921.

Simcoe to Port Dover—6.95 miles of 3 phase, 4,000-2,300 volt circuit, of which 2.25 miles were placed on existing poles, new poles being erected for the remainder.

Work commenced—July 6th, 1921.

Welland to Welland County Rock Crusher—5.35 miles of 3 phase, 4,000-2,300 volt circuit, of which 1.38 miles were placed on existing poles, new poles being erected for the remainder.

Work commenced—July 13th, 1921.
Made alive—Sept. 18th, 1921.
Work completed—Aug. 23rd, 1921.

Etobicoke Station to Mimico—0.4 miles of 3 phase, 4,000-2,300 volt circuit were erected on existing poles.

Work commenced—October 6th, 1921.
Made alive—October 19th, 1921.
Work completed—October 14th, 1921.

EUGENIA SYSTEM:

Hanover to Neustadt—6.01 miles of 3 phase, 4,000-2,300 volt circuit on existing poles, No. 6 copper conductors were taken down and No. 3-0 SR aluminum conductors erected.

Work commenced—February 5th, 1921.
Work completed—February 11th, 1921.

ST. LAWRENCE SYSTEM:

Martintown to Lancaster—11.7 miles of wood pole line with 3 phase, 4,000-2,300 volt circuit.

Work commenced—November 4th, 1920.
Made alive—May 25th, 1921.
Work completed—June 4th, 1921.

RIDEAU SYSTEM:

Balderson to Lanark—5.0 miles of wood pole line with single phase, 2,300 volt circuit.

Work commenced—July 25th, 1921.
Made alive—Sept 29th, 1921.
Work completed—Sept. 1st, 1921.

RURAL DISTRIBUTION SYSTEMS

Wood pole lines were constructed or Underground Cable installed in the following Rural Power Districts:—

NIAGARA SYSTEM:

Dundas Rural Power District—

Bullock's Corners to Christie's Corners—2,300 volt, 3.76 miles, 24 consumers, completed Dec. 31, 1920.

Copetown—2,300 volt, 1.01 miles, 16 consumers, completed May 3, 1921.

Waterdown Rural Power District—

Waterdown—2,300 volt, 0.23 miles, 6 consumers, completed Oct. 13, 1921.

Saltfleet Rural Power District—

Saltfleet Township—Work commenced on Oct. 25th, 1921, not completed on Oct. 31st, 1921.

Niagara Rural Power District—

Niagara River Road—4,000 volt underground construction was commenced on Oct. 25th, 1921, and not completed on Oct. 31st, 1921.

ST. LAWRENCE SYSTEM:

Prescott Rural Power District—

Prescott to Spencerville—2,300 volt construction was commenced on Oct. 15th, 1921, and not completed on Oct. 31st, 1921.

Chesterville Rural Power District—

Chesterville Ridge Road Extension—2,300 volt, 0.63 miles on existing poles, 3 consumers, completed April 20th, 1921.

Brockville Rural Power District—10 services were connected to the existing 2,300-volt line east of Brockville during the year.

OTTAWA SYSTEM:

Nepean Rural Power District—4,000 volt construction was commenced on Sept. 27th, 1921, and not completed on Oct. 31st, 1921.

SECTION III

OPERATION OF THE SYSTEMS

NIAGARA SYSTEM, 1920-21

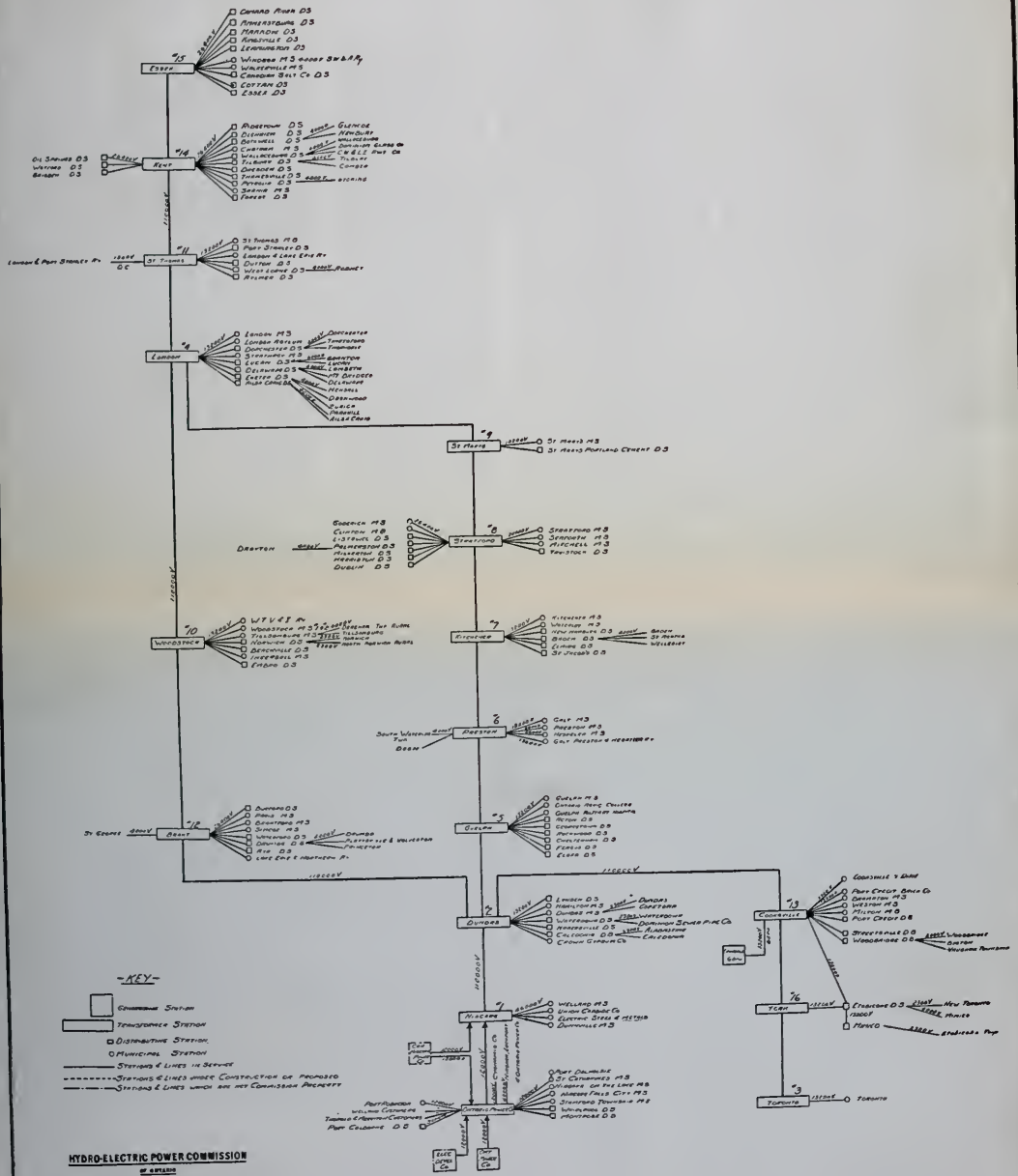
During the year just past, the outstanding feature in the operation of the Commission's Niagara System has been the unprecedented recovery, beyond all expectations, of the power demand of the municipalities. Early in the year, with industrial conditions becoming stagnant, it seemed reasonable to expect the System loads to exceed by very little, if at all, those for corresponding periods of the previous year. However, the fact that such large increases have been realized shows most clearly that the people want Hydro power and that the market for power on the Niagara System is far from the point of saturation.

Early in November, 1920, satisfactory arrangements were completed with the Toronto Power Company for the use of one machine of approximately 15,000 horse-power, and on November 15th the power was available for the Niagara System municipalities. On December 30th the supply of power was again increased by the use of one machine of 9,000 horse power from the Canadian Niagara Power Company, and was still further added to by a second Toronto Power Company machine of 15,000 horse power on October 17, 1921. These additions were barely sufficient to take care of the demands, and negotiations with the Niagara Falls Power Company are now under way for an extra supply to tide the System over until Queenston power is available.

The supply of power to the Commission's High Tension Station at Niagara from the Ontario Power Company left little to be desired, and the same may be said of the supply from the Toronto Power Company and the Canadian Niagara Power Company. Fortunately the winter of 1920-21 was very mild and no inconvenience was experienced from lack of power supply from the Canadian Niagara Power Company, such as occurred in the previous year due to ice formations in the Niagara River.

The supply to the Niagara System from the Niagara High Tension Station has been practically continuous, power being on the System 99.987 per cent. of the total time. In only one instance was there a total interruption due to failure of station equipment, and that for a very short period. When one realizes the immensity of the net work of lines, the great number of stations and amount of equipment connected to this net-work, the above figures are truly remarkable. Such results can only be obtained through the installation of first-class, up-to-date equipment and with constant inspection and attention to the same.

Electrical storms were experienced on sixty-four days during the period of March 5th to October 17th; seven of these were general to the System, five being particularly severe. The lightning arrester equipment on the high tension lines at the different stations functioned properly, so that in no instance were any high tension lines put out of action.


Essex
Kent
St Thomas
London
St Marys
Stratford
Woodstock
Brant
Preston
Guelph
Dundas
Niagara
Toronto
Cooksville
Trafalgar
Leaside
Drayton
St George
South Waterloo Jct
Basin
Key
Generating Station
Transformer Station
Distributing Station
Municipal Station
Stations & Lines in Service
Stations & Lines under Construction or Proposed
Stations & Lines which are not Commission Property
HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
Diagram of Stations - Niagara System
C-147 SUPERSEDING C-110

In order to take care of the increasing power demands in the various localities, the transformer capacity at a number of stations was increased during the past year. At Kitchener High Tension Station a bank of three 2,500 k.v.a. units replaced a bank of three 750 k.v.a. units; at Etobicoke Station one 1,500 k.v.a. three-phase unit was placed in service; at Petrolia a bank of three 150 k.v.a. units was replaced with a bank of three 300 k.v.a. transformers; at Oil Springs one 50 k.v.a. three-phase unit was replaced with a 75 k.v.a. three-phase unit; at Port Stanley the capacity was increased from 225 k.v.a. to 300 k.v.a., and at the Essex Distributing Station a 75 k.v.a. three-phase transformer was replaced with one 150 k.v.a. three-phase unit. At present the work of increasing the transformer capacity at the Kent and Essex High Tensions Stations is in progress; at Kent a bank of three 2,500 k.v.a. transformers is to replace a bank of three 1,250 k.v.a. units, while at Essex a bank of three 5,000 k.v.a. transformers is being added to the present equipment.

The second 4,000 k.v.a. condenser from the Toronto Station, which was shipped to the Canadian General Electric Works at Peterboro to have its winding replaced with a 5,000 k.v.a. winding, was returned early in the year and quickly placed in service. In January a 10,000 k.v.a. condenser was placed in service at the London High Tension Station. The benefits to the System derived from these machines, in relieving the System and generating plants of wattless current and in improving the voltage regulation, is most noticeable.

A special type of high-speed circuit-breaker was installed in the St. Thomas High Tension Station on the three 500 k.w. 1,500 volt direct-current rotaries at that point, and in operation has been very efficient, reducing the flash-over trouble on these machines.

The Station Maintenance Field Staff has been actively employed maintaining in good condition all the equipment, buildings and grounds of the numerous high-tension and low-tension stations on the System. Some of such duties consist of periodic overhauling of oilbreakers, lightning arresters, transformers, batteries, pumps, rotating equipment, and the cleaning, painting and maintaining of station buildings. In addition to the regular routine maintenance this staff has handled considerable installation work, changes and improvements in operating stations, and rendered assistance to municipalities on their request.

The many routine duties associated with the upkeep of transmission lines delivering power at various voltages and spreading over hundreds of miles of territory, were handled most efficiently by our Line Maintenance Field Staff. The usual yearly test and inspection of high tension insulators was carried out during the summer months, and some 227,000 units tested; approximately 2 per cent. of these were found defective and replaced. The pin-type insulation on a number of 13,200 volt lines which have been in service for approximately ten years was inspected and defective insulators were removed and replaced. In addition to the above, our line staff has relocated a large number of poles in all sections of the country due to the widening and changing of location of highways by the Provincial Department of Public Works.

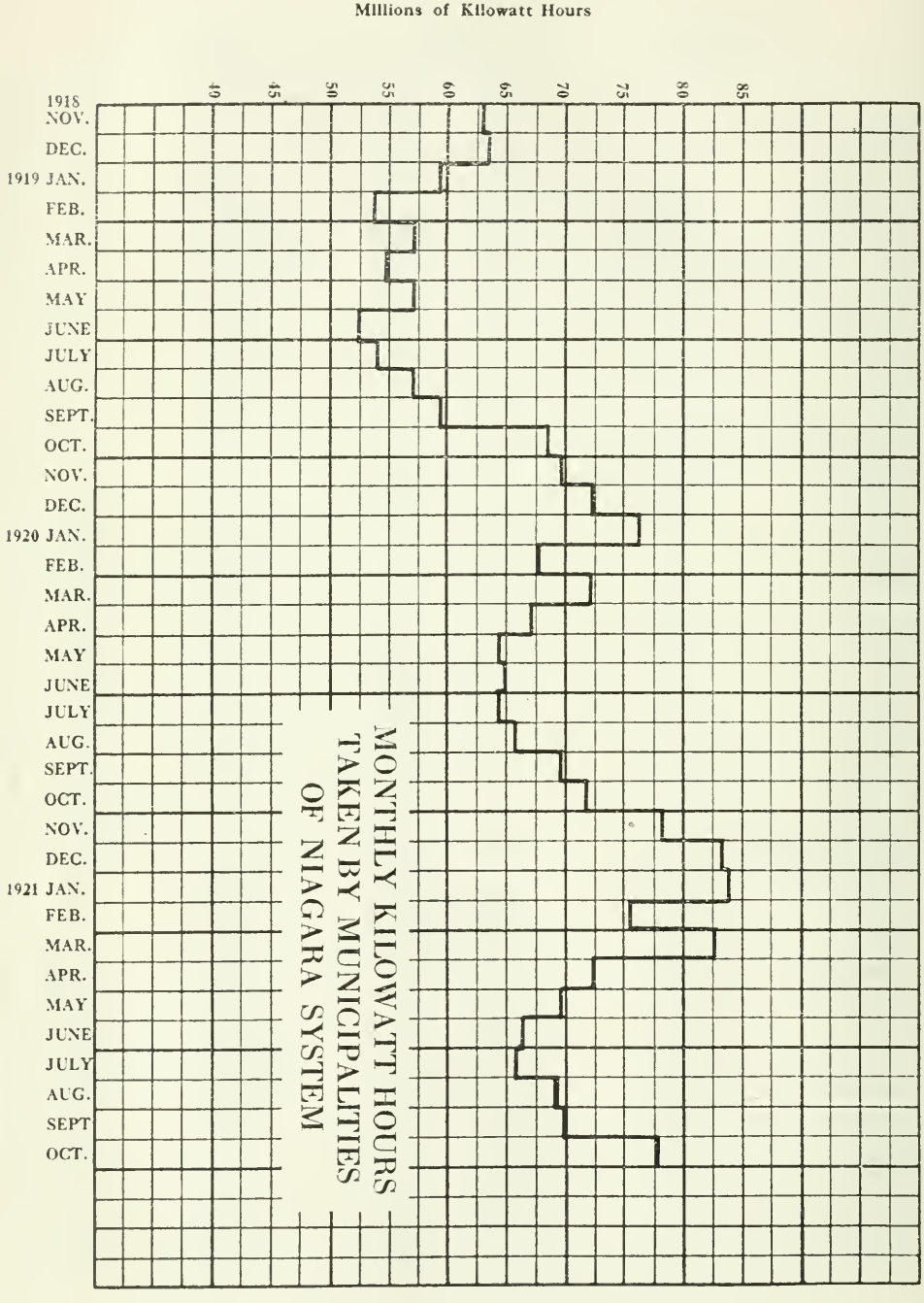
In anticipation of increased power demands by municipalities and customers supplied from the high tension stations, the double circuiting of the 110,000 volt lines from Dundas to Guelph, Preston and Kitchener was proceeded with by the Line Maintenance Staff, and this work is practically completed; 110,000 volt outdoor switching stations, similar to those at Cooksville, Brant and Woodstock were erected at Guelph and Preston, tying in the new 110,000 volt circuit to these stations.

NIAGARA SYSTEM—LOADS ON MUNICIPALITIES, 1920-21

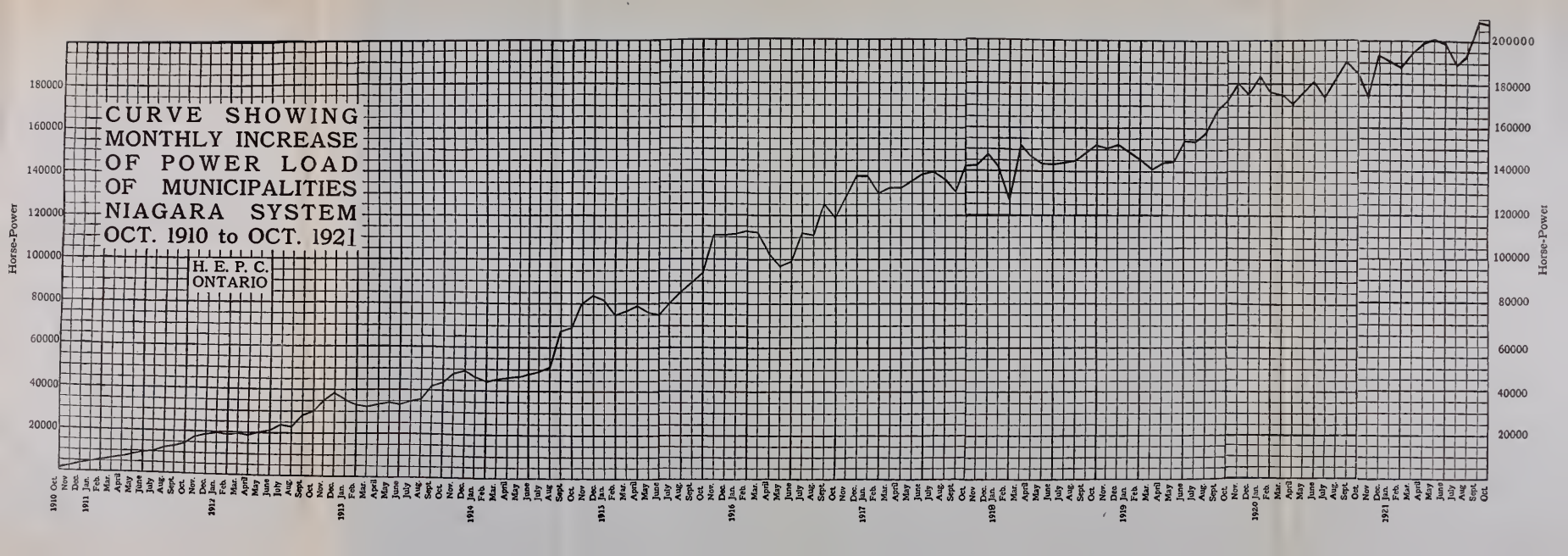
Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct., 1921	
Acton	193.	229.2	26.2
Ailsa Craig	128.6	134.	5.4
Aylmer	172.	194.3	22.3
Ayr	77.2	71	.....
Baden	175.6	167.5	.....
Beachville	223.0	221.	.....
Blenheim	134.0	156.8	22.8
Bolton	105.9	132.7	26.8
Bothwell	120.6	116.3	.....
Brampton	965.0	969.	4.
Brantford	4,162.	4,866.	704.
Breslau	32.1	96.5	64.4
Brigden	107.1	111.2	4.1
Burford	37.8	53.6	15.8
Burgessville	42.4	43.8	1.4
Caledonia	83.	106.4	23.4
Chatham	2,151.5	2,240.	88.5
Clinton	154.0	170.2	16.2
Comber	135.4	102.4	.....
Cooksville Dixie	63.6	80.4	16.8
Dashwood	52.6	50.2	....
Delaware	11.7	16.	14.3
Dorchester	89.8	30.5	.....
Drayton	48.2	59.7	1.5
Dresden	196.3	196.3	.....
Drumbo	21.	20.3	.....
Dublin	45.3	45.3	.....
Dundas	1,132.7	921.	.....
Dunnville	241.3	282.8	41.5
Dutton	107.2	111.2	4.0
Elmira	213.0	240.	27.0
Elora	194.3	202.6	8.3
Embro	58.4	60.3	1.9
Essex County	1,126.0	1,213.	47.0
Etobicoke Township	335.0	431.6	96.6
Exeter	175.6	186.3	10.6
Fergus	185.0	245.3	60.3
Forest	116.0	136.7	20.7
Galt	2,931.5	3,485.2	553.7
Georgetown	524.0	496.0	.....
Glencoe	67.5	74.5	7.0
Goderich	496.	439.6	.....
Granton	67.7	64.0	.....
Grantham Township	26.0	35.9	9.9
Guelph	3,638.0	4,249.3	611.3
Guelph Military Hospital	160.8	136.7	.....
Guelph O. A. College	147.4	187.6	40.2
Hagersville	260.	431.6	171.6
Hamilton	17,895.0	16,837.4	.....
Harriston	227.8	193.0	.....
Hensall	85.7	49.3	.....
Hespeler	348.5	453.	104.5
Highgate	86.	75.2	.....
Ingersoll	1,085.7	911.5	.....
Kitchener	6,648.8	7,171.6	522.8
Lambeth	22.7	26.2	3.5
Listowel	453.0	482.5	29.5
London	10,656.8	12,392.7	1,735.9
Lynden	87.8	76.4	.....
Markham	37.0	61.	24.
Lucan	216.6	185.	.....
Milton	670.0	737.2	67.2
Milverton	290.8	207.7	.....

NIAGARA SYSTEM—LOADS ON MUNICIPALITIES 1920-21—Continued

Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct., 1921	
Mimico	388.7	551.	162.3
Mimico Asylum	37.5	37.5	.....
Mitchell	195.7	197.7	2.0
Moorefield	35.	36.2	1.2
Mt. Brydges	23.1	30.5	7.4
New Hamburg	236.	248.	12.
New Toronto	3,284.2	1,356.5	.....
Niagara Falls	3,610.	3,706.4	96.4
Niagara-on-the-Lake	229.2	197.	.....
Norwich	223.0	277.4	54.4
Oil Springs	95.0	171.5	76.5
Otterville	33.5	39.4	5.9
Palmerston	191.6	227.8	36.2
Paris	643.4	703.7	60.3
Parkhill	48.2	59.6	9.4
Petrolia	442.3	449.0	6.7
Petersburg and St. Agatha	17.0	26.8	8.8
Plattsville	100.5	32.	.....
Pt. Colborne	270.0	332.0	62.
Pt. Credit	103.2	138.	34.8
Pt. Dalhousie	144.7	143.4	.....
Pt. Stanley	124.6	193.	68.4
Preston	1,485.2	1,599.2	114.0
Princeton	15.6	17.9	2.3
Prov. Brick Yard	123.3	147.4	24.1
Ridgetown	173.6	201.	27.4
Rockwood	41.2	42.8	1.6
Rodney	91.6	103.2	11.6
Sarnia	2,795.0	3,002.7	207.7
Seaforth	281.5	242.6	.....
Simcoe	214.4	336.4	122.0
St. Catharines	3,477.0	3,702.0	243.0
St. George	60.3	86.4	26.1
St. Jacobs	88.4	75.	.....
St. Marys	878.	918.2	40.2
St. Thomas	2,417.	2,658.	241.0
Stamford Township	423.5	465.	41.5
Stratford	2,024.0	2,372.6	348.6
Strathroy	387.4	378.0	.....
Streetsville	232.0	246.6	14.2
Springfield	30.16	16.	.....
Tavistock	264.0	262.7	.....
Thamesford	83.0	105.2	22.2
Thamesville	62.7	83.0	20.3
Thorndale	110.0	107.7	.....
Tilbury	131.3	148.7	17.4
Tillsonburg	819.0	325.7	.....
Toronto	59,598.0	68,573.7	8,875.7
Wallaceburg	871.0	486.5	.....
Waterford	138.6	143.4	4.8
Waterloo	1,214.4	1,327.	112.6
Watford	72.3	67.9	.....
Wellesley	114.0	124.6	10.6
West Lorne	122.0	166.2	44.2
Weston	927.6	899.4	.....
Woodbridge	146.0	182.3	36.3
Woodstock	1,643.5	1,988.0	344.5
Wyoming	41.5	40.2	.....


Millions of Kilowatt Hours
40
45
50
55
60
65
70
75
80
85
1918 NOV.
DEC.
1919 JAN.
FEB.
MAR.
APR.
MAY
JUNE
JULY
AUG.
SEPT.
OCT.
NOV.
DEC.
1920 JAN.
FEB.
MAR.
APR.
MAY
JUNE
JULY
AUG.
SEPT.
OCT.
NOV.
DEC.
1921 JAN.
FEB.
MAR.
APR.
MAY
JUNE
JULY
AUG.
SEPT
OCT.
MONTHLY KILOWATT HOURS
TAKEN BY MUNICIPALITIES
OF NIAGARA SYSTEM

Horse-Power


CURVE SHOWING
MONTHLY INCREASE
OF POWER LOAD
OF MUNICIPALITIES
NIAGARA SYSTEM
OCT. 1910 to OCT. 1921
H. E. P. C.
ONTARIO
Horse-Power
Horse-Power
20000
40000
60000
80000
100000
120000
140000
160000
180000
200000
1910 Oct. Nov Dec 1911 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1912 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1913 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1914 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1915 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1916 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1917 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1918 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1919 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1920 Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec. 1921 Jan. Feb. Mar. April May June July Aug. Sept. Oct.

NEW MUNICIPALITIES—NIAGARA SYSTEM

Municipality	Load in Horsepower		Increase	Connected
	Initial	Oct. 1921		
Wardsville	6	10	4	June 16, 1921
Newbury	12	12.7	10.7	Mar. 31, 1921

ONTARIO POWER COMPANY, 1920-1921

The plant and transmission lines of the Ontario Power Company which were taken over by the Hydro-Electric Power Commission on August 1, 1917, are controlled and operated from the Commission's executive offices in Toronto, where all administration, engineering, etc., are carried on.

While no important changes in equipment or arrangement of plant were made during the past year, the Ontario Power Company has continued the gradual replacement of worn-out apparatus and the improvement of operating facilities for the betterment of service. Much of the work carried on has been in the nature of a continuation of reconstruction commenced in 1919.

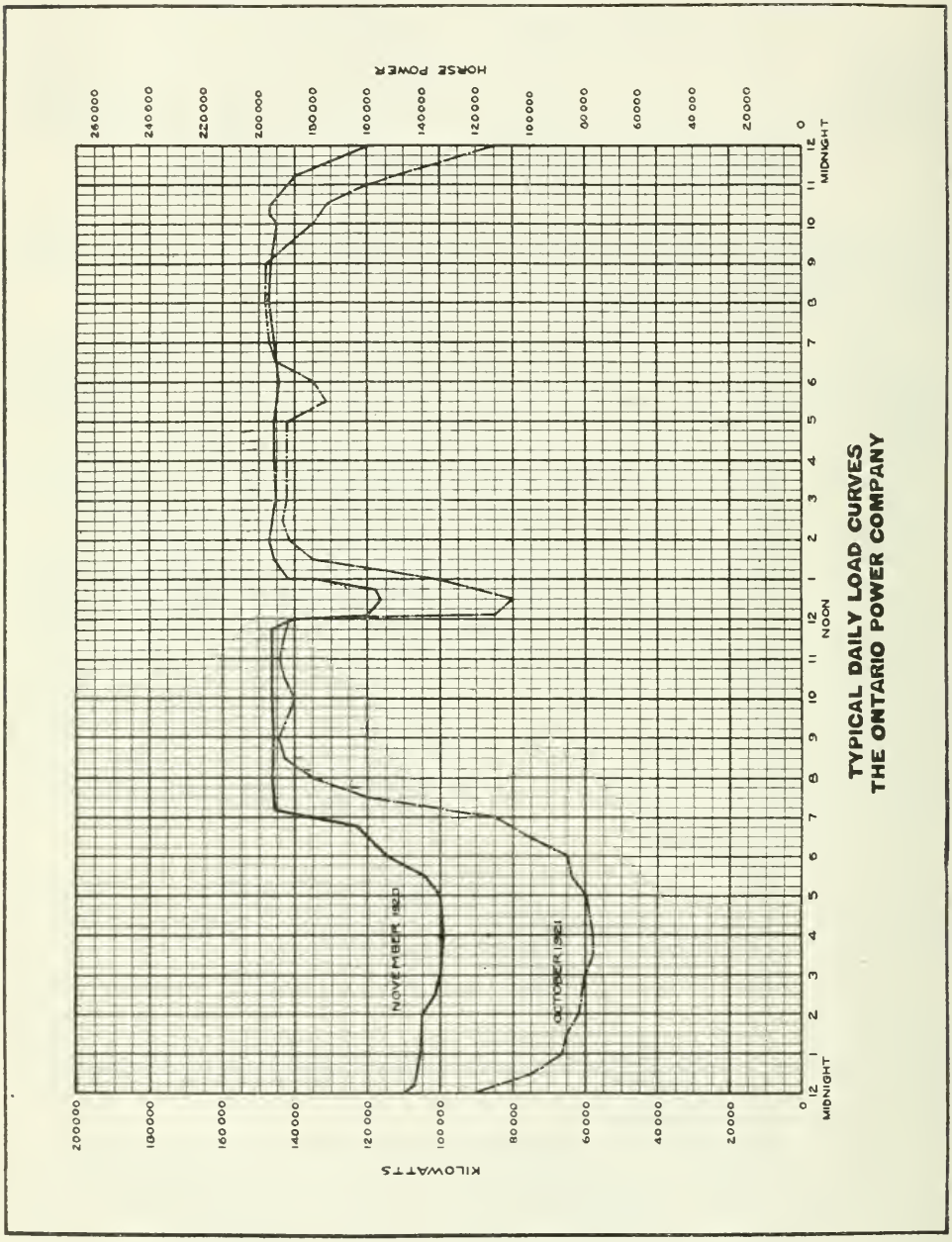
The Gate House building was cleaned inside and painted and the heating boilers were overhauled and repaired. The screens were scraped and repainted and all miscellaneous equipment attended to where necessary.

No expenses were incurred for the maintenance of the Pipe Lines, which are subject to little, if any, deterioration. The grounds around the Entrance House, which are controlled by the Queen Victoria Niagara Falls Park Commission, were restored to their original condition. Several cables carried across the Park property on permission obtained during the War were buried, and the temporary outlet replaced by a well-constructed concrete and stone manhole designed in accordance with requirements of the Park Commission. These cables were formerly exposed all the way from the Park Level to the Distributing Station, but are now buried completely, and the Distributing Station grounds at this point have been improved to correspond with the rest of the Company's property.

The construction work on the nine-foot (9′) valves was completed, and all the valves and pipes not previously painted were cleaned and given a heavy coating of rust-resisting covering. The planking on the expansion decks was replaced, having decayed so badly as to be dangerous.

All generators were thoroughly cleaned and repainted. The bearings were dismantled and cleaned. All oil was filtered and, where necessary, replaced. The old type of closed end-bells on generators 8 to 16, which had been found to be a dangerous fire hazard, were replaced by open type end-bells, shown by our experience to be just as efficient in cooling the machine and much safer in operation.

All the old coils in No. 4 generator were removed and replaced by new. The winding of this unit has now been entirely renewed, and the machine is in practically as good condition as when it was first put into service. The field winding of this generator was overhauled and repaired, but was not completely reconstructed. No. 7 generator was also rewound, the new winding being of an improved design, which will operate more efficiently than the older windings and will, it is expected, have a much longer life. Repairs were made to the winding of No. 5 generator but this Unit was not completely rewound.


TYPICAL DAILY LOAD CURVES
THE ONTARIO POWER COMPANY
HORSE POWER
KILOWATTS
NOVEMBER 1920
OCTOBER 1920
MIDNIGHT
NOON
MIDNIGHT

All exciters were thoroughly overhauled and in a few cases machines were completely rebuilt. These renewals were the result of ordinary wear and tear, and were not necessitated by trouble in any of the machines.

Nos. 3 and 4 auxiliary generators were inspected, cleaned and painted. They were found to be in first class condition and in fact showed little or no sign of their seven years' continuous service.

The cables on units 7, 8, and 9 which had given considerable trouble were replaced complete, and at the same time the arrangement of the cables in the tunnels and manholes was restored to the symmetrical layout originally intended and which had been departed from during the hurried construction of the War years. Three 350,000 c.m. lead-covered, paper-insulated, three-conductor cables were installed on each of the above machines to replace the two 500,000 c.m. cables formerly used.

The disconnecting switches in the Power House on generators 7 to 14 were replaced by switches of modern design better adapted for the severe short-circuit conditions imposed by the increased capacity connected to the System.

No. 7 turbine was completely rebuilt, new cast steel runners were installed and all defective gates were replaced; the worn parts were renewed so that this wheel is now in practically as good condition as when installed. The runners which were removed will be repaired by electric welding and will be used at some time in the future to replace damaged runners in some other machine. The old gates can also be repaired by electric welding, resulting a a very material saving in maintenance expense.

Turbine No. 13 was overhauled and all defective gates replaced. Repairs were made to the runners in place. In doing this work it was not necessary to completely dismantle the unit so that some of the repairs taken care of on No. 7 turbine could not be attended to on this machine, but it was nevertheless restored to first-class condition. All other turbines were repaired from time to time during the course of the year, but the changes made were mostly in the way of running repairs, which did not involve taking the machine out of service for extended periods.

The turbines on the auxiliary units were completely overhauled and the relief valves on these units were repaired and readjusted.

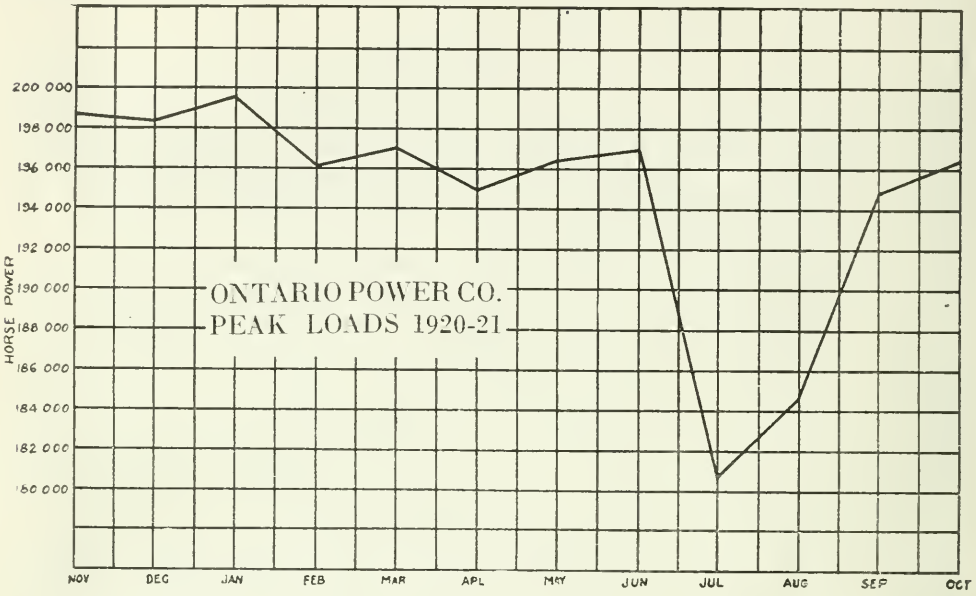
The replacement of the Voith relief valves was proceeded with and rebuilt valves were successfully installed and placed in operation on turbines 1, 4, 6, and 7. The new valves on these units have been reconstructed from those formerly used which were obsolete and no longer gave adequate protection for the turbines. They leaked badly before being rebuilt, wasting water which should have been used through the wheels for the production of power. The governors and governor pumps on Unit 1, 2 ,and 3 were rebuilt, having been in continuous operation since 1905. The governors and governor pumps on the other machines need little or no attention.

The large amount of miscellaneous auxiliary equipment so necessary for the operation of a Plant of this size was maintained in first class operating condition without any material expenditure.

In the Distributing Station the overhauling of the 60,000 Volt transformer banks was continued. All banks except one have now been cleaned and inspected and have had additional bracings provided for the coil ends. The oil has been filtered in all transformers. These transformers are now apparently in as good condition as when new.

While no extensive changes in the arrangement of generators, feeders, and busses were made during the past year, the steady growth of the Hydro-

Electric Power Commission's load has required some readjustment of equipment to give flexibility in operation and to keep the short circuit currents within safe limits. Additional generating capacity obtained from the Toronto Power Company and the Canadian Niagara Power Company handled through



this Station for the Hydro-Electric Power Commission has increased the number of generators paralleled on the busses at the Ontario Power Company's Plant to 20, and the power handled through the Station to 183,000 k.w. The scheme of connections used allows 125,000 k.w. of this output to be delivered to the Hydro-Electric Power Commission without concentrating more than four

SUMMARY OF POWER GENERATED
THE ONTARIO POWER COMPANY OF NIAGARA FALLS—1920-1921

Month	Maximum Generated Load Kilowatts	Generated Kilowatt-Hours	Kilowatt-Hours Sold in Canada	Kilowatt-Hours Exported	Average Generated Load Kilowatts	Load Factor Per cent.
Nov., 1920	150,500	90,537,500	62,580,700	27,956,800	125,748	83.5
Dec.	150,000	83,598,400	58,602,800	24,995,600	112,363	74.9
Jan., 1921	151,000	83,920,700	58,906,400	25,014,300	112,797	74.7
Feb.	148,500	75,620,400	52,592,800	23,027,600	112,530	75.7
Mar.	149,000	78,142,300	54,606,900	23,535,400	105,031	70.5
April	147,500	66,277,000	44,012,300	22,264,700	92,051	62.5
May	148,500	63,971,500	40,632,000	23,339,500	85,988	57.8
June	148,500	64,394,900	38,646,000	25,748,900	89,437	60.2
July	137,500	58,618,100	32,698,000	25,920,100	78,788	57.3
Aug.	140,000	65,775,400	36,217,000	29,558,400	88,408	63.1
Sept.	146,800	67,742,600	38,475,000	29,267,600	94,087	64.1
Oct.	148,000	71,226,100	41,107,600	30,118,500	95,734	64.7
Total...	.....	869,824,900	559,077,500	310,747,400	.....	....

The maximum generated loads are momentary peaks. The load factor is the average load divided by the maximum momentary peak and multiplied by 100.

(4) machines on any one bus.

The equipment owned by the Company in our various Customers' Stations was inspected and adjusted when necessary, but as most of it is used for metering apparatus only, no important changes or additions were required.

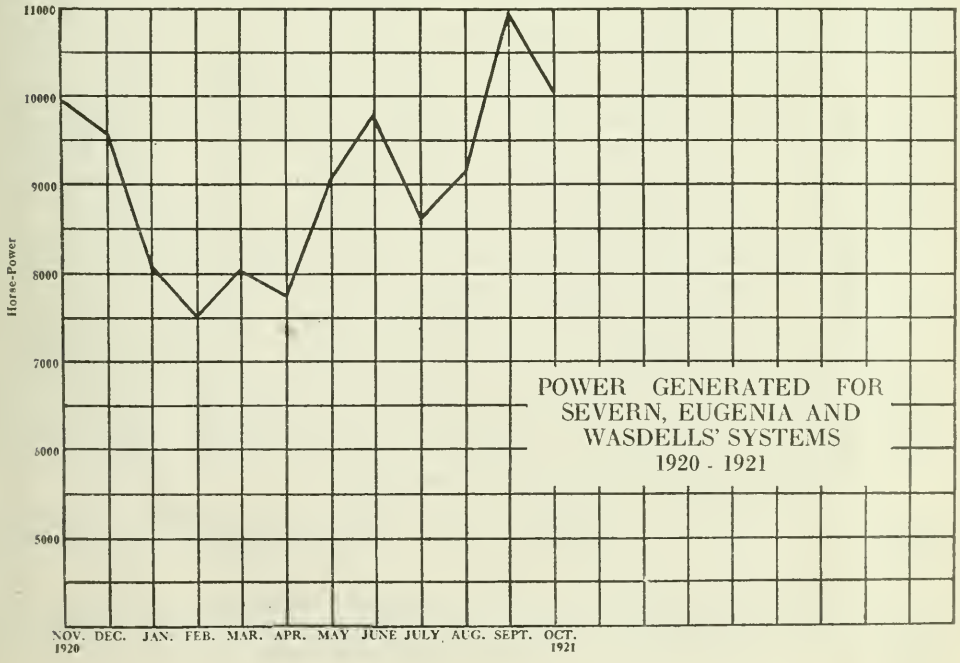
The total kilowatt-hours generated this year was about 15 per cent less than last year. The decrease in output has been entirely due to the changed characteristics of the load, which is not maintained at as high a figure as formerly during the period from 11 p.m. to 7 a.m. This is no doubt due to the smaller amount of night load used in manufacturing establishments, and no great improvement can be expected until business conditions are readjusted.

COMBINED NORTHERN SYSTEMS

The Eugenia, Severn, and Wasdells Systems have continued to operate with their lines interconnected, and these three systems are, therefore, frequently referred to in operation as the Combined Northern Systems.

The Commission's three power houses at Eugenia Falls, Big Chute, and Wasdells Falls, and the power house of the town of Orillia, at Swift Rapids, all operating in parallel, give much better regulation, hold speed steady, and permit sudden variations in load to be taken care of without disturbance to other customers. If trouble develops on any line between the different generating stations, or in case it is necessary to cut out a section for maintenance work, it is possible to give service to customers on each side of the section affected, thus cutting down interruptions to a minimum.

This parallel operation has permitted certain maintenance work to be carried out at the generating stations, it being possible to shut down part or all of a generating station during periods of light load in order to make necessary repairs and alterations without affecting service to customers, extra power being supplied by the other power houses.



The interconnection of these systems has been of special advantage this year in permitting an exchange of power from one to another.

Increasing loads on the Eugenia System, together with the hot summer, and low precipitation, made it desirable to conserve water in the Eugenia storage basin as far as possible. Off-peak power on the Severn and Wasdells Systems, that could not otherwise have been utilized, was transferred to the Eugenia System, allowing the Eugenia Plant, by operating at a lower load factor, to conserve water which it could then use during peak-load periods to assist the other plants in carrying the load of the Combined Systems; thus all three systems benefited by the arrangement.

In addition to the advantages enumerated, the combination of the three systems as an operating unit has permitted the maintenance staff to take care of work on the different systems with one organization, thereby effecting considerable economies.

SEVERN SYSTEM

On the Severn System a number of changes have been made in order to give more reliable and economical service.

At Barrie an additional bank of two 350 k.v.a. transformers has been installed to take care of increased load. The high-tension bus and the switching equipment have been altered, and the relay system has been improved to give better protection to equipment and service.

The village of Port McNichol was originally fed from a small high-tension station. When the C. P. Ry. elevator subsequently required power, this station was too small to supply the amount required, and equipment was installed in the power house of the C. P. Ry. elevator. On account of existing conditions at this point, it was considered advisable to abandon the small substation which had been built to furnish Port McNichol with power and to supply this village, as well as the elevator, from the one station. The maintenance staff, therefore, built a 2,300 volt line from the elevator station to connect with the village distribution system, and, because the C. P. Ry. elevator station voltage was 575, they erected a bank of low tension transformers on a pole structure outside the station, stepping up the voltage from 575 to 2,300. The switches, switchboard, meters, etc., were moved from the village station to the elevator station, and the maintenance staff took down the half-mile of high-tension line formerly supplying the village station. One of the power transformers from the village station was transferred to Coldwater, and the other transformer has been placed in reserve for use as a spare, or in case of trouble with similar transformers located at several stations on the system. By these changes the maintenance and operating costs for the two loads have been greatly reduced, and less capital is tied up in equipment.

At Bradford, the capacity of the transformers was considerably in excess of that required to carry the load, and as transformers of this size were needed at Durham, the three 100 k.v.a. single-phase transformers were removed from Bradford to Durham on the Eugenia System, and one three-phase 75 k.v.a. transformer has been installed in their place.

At Collingwood, at Cookstown, and at Victoria Harbor, 22,000 volt lightning-arresters have been installed, giving additional protection to these stations.

At the Big Chute Generating Station, especially designed and much larger drain valves were installed on the three original turbine casings. These will permit of the casings being drained more quickly, and will enable advantage

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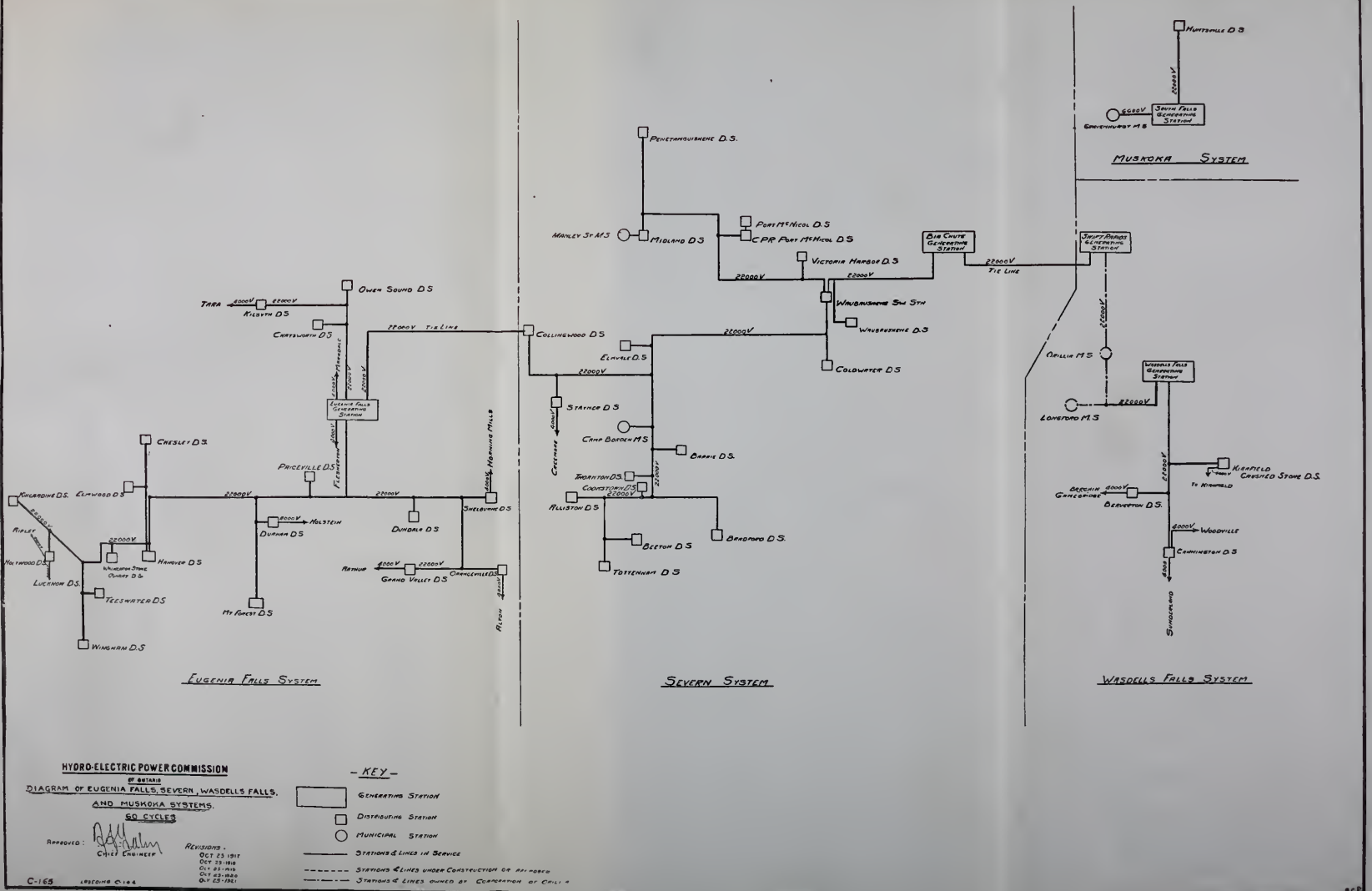

Owen Sound D.S.
Tara
4000V
22000V
Kilsyth D.S.
Chatsworth D.S.
22000V Tie Line
Collingwood D.S.
Eugenia Falls Generating Station
Chesley D.S.
Pricevile D.S.
Flesherton
Markdale
Hanover Mills
Kinlardine D.S.
Clayood D.S.
Ripley
Holyood D.S.
Lucknow D.S.
Walkerton Stone Quarry D.S.
Hanover D.S.
Durham D.S.
Holstein
Dundalk D.S.
Shelburne D.S.
Treswater D.S.
Mt Forest D.S.
Wingham D.S.
Arthur
Grand Valley D.S.
Orangeville D.S.
Alton
Penetanguishene D.S.
Manley St. M.S.
Midland D.S.
Port McNicol D.S.
C.P.R. Port McNicol D.S.
Victoria Harbor D.S.
Waubaushene Sw. Sta.
Waubaushene D.S.
Colowater D.S.
Elmvale D.S.
Stayner D.S.
Creemore
Camp Borden M.S.
Barrie D.S.
Thornton D.S.
Coulstonhill D.S.
Alliston D.S.
Beeton D.S.
Tottenham D.S.
Bradford D.S.
Big Chute Generating Station
Severn System
Eugenia Falls System
Muskoka System
Huntsville D.S.
6600V
South Falls Generating Station
Gravenhurst M.S.
Juliet Falls Generating Station
Orillia M.S.
Washells Falls Generating Station
Lonetoto M.S.
Keanfield
Cargill & Stone D.S.
To Kirkfield
Brechin
Gamebridge
Beaverton D.S.
Woodville
Cannington D.S.
Sunderland
Washells Falls System
HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
DIAGRAM OF EUGENIA FALLS, SEVERN, WASDELLS FALLS, AND MUSKOKA SYSTEMS.
60 CYCLES
Approved:
Chief Engineer
Revisions:
Oct 23 1917
Oct 23 1918
Oct 23 1919
Oct 23 1920
Oct 23 1921
C-165
Succeeding C-164
- KEY -
Generating Station
Distributing Station
Municipal Station
Stations & Lines in Service
Stations & Lines under Construction or Proposed
Stations & Lines owned by Corporation of Chilli

to be taken of short periods when the load is light to inspect and carry out any necessary maintenance work on the turbines. The grounds around the power house and operators' cottages have been cleaned up and levelled to some extent, and some additional work has been done on the road through the bush from the power house to the nearest railroad station, Severn Falls.

In October the supply cables from generators No. 1, No. 2 and No. 3 at the Big Chute burned out. Temporary connections were made to restore service, and new cable, with better insulation and greater carrying capacity, was ordered; these cables will be installed during November.

A considerable amount of work has been done on the transmission line between the Big Chute Power House and the Switching Station at Waubaushene. The 2/0 aluminum on "A" circuit has been taken down and 4/0 steel reinforced aluminum put up. This has been necessary, not only to take care of increased load, but also to permit one of the circuits on this double-circuit line being taken out of service for maintenance work without interrupting the supply. The additional capacity has also given better regulation. While maintenance men were engaged on this work, they made a careful inspection of all insulators, pins, and crossarms, replacing any that showed defects.

The right-of-way has been cleared of underbrush which was beginning to grow into the lines; at the same time the private telephone line on "A" circuit of this section has been changed from side-block to crossarm construction, all bad joints have been cleaned, and the line generally has been put in good condition. At points where the line crosses rivers or lakes, or goes through swamps, new and stronger structures have been erected, using insulators designed to withstand higher voltages and greater mechanical strain, thus enabling the number of poles formerly used to be reduced. Due to difficulty previously experienced in getting at certain poles during wet seasons, this change simplifies inspection and replacement of insulators, and by reducing the number of points of insulation, where breakdown might occur, as well as by using insulators with a greater factor of safety, the change has greatly increased reliability of service over this important section of line.

SEVERN SYSTEM—LOADS ON MUNICIPALITIES

Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct., 1921	
Alliston	132.7	143.0	10.3
Barrie	750.6	828.4	77.8
Beeton	89.0	86.4	.....
Bradford	52.2	69.4	17.2
Camp Borden	139.4	234.5	95.1
C.P.R. Elevator	1,099.0	1,323.0	224.0
Coldwater	49.5	56.3	6.8
Collingwood	1,286.8	811.0	.....
Cookstown	55.0	75.0	20.0
Creemore	45.8	45.8	.....
Elmvale	111.2	124.6	13.4
Midland	1,362.	1,108.5	.....
Penetang	900.8	504.0	.....
Pt. McNichol	36.0	44.7	8.7
Stayner	184.0	120.6	.....
Tottenham	31.2	38.2	7.0
Thornton	12.0	14.3	2.3
Victoria Harbor	48.2	46.0	.....
Waubaushene	26.1	24.0	.....

Some of this work was started last year, but as it has been carried out by the maintenace staff in intervals between more urgent work, the changes are not yet quite completed, although it is hoped to finish it at an early date.

Some of the insulators on the earlier transmission lines have shown defects, and are not considered as being up to present standards; special inspection was made of all these insulators, and the defective ones were replaced.

On some sections of the systems, where poles have been located in sandy soil, signs of butt-rot have been discovered in several cases, and the maintenance staff this year has made a special examination of poles, reinforcing any which had been thus weakened.

EUGENIA SYSTEM

Extensions have been made to the Eugenia System, high-tension lines having been run from Hanover to Kincardine, with taps off the main line to Teeswater and Wingham, and also to Holyrood Station, which feeds Ripley and Lucknow at 4,000 volts. The stations at Teeswater and Wingham, with a section of high-tension line, were first put into operation in December, 1920, and the balance of the extension in the early spring of 1921. A short section of high-tension line to the Walkerton Quarry Substation was also constructed. This was put into operation in February, 1921.

The high-tension line between Durham and Hanover was double-circuited, giving better regulation and further assurance of continuity of service.

Between Flesherton and Hanover the telephone line was double-circuited, allowing the telephone system to be split into two sections, as the number of telephones on this line was overloading it. This has naturally improved communication and facilitated operation and maintenance work.

At Priceville a new station was put into operation in March, 1921.

At Hanover an additional 3-phase 750 k.v.a. transformer was installed in the Spring of 1921, and certain alterations were made in the station to take care of increasing load.

At Durham, due to change of load, three 50 k.v.a. transformers were removed and replaced by three 100 k.v.a. transformers taken from Bradford Substation.

At Orangeville Substation three 150 k.v.a transformers were removed for use at Walkerton Quarry Substation. Three 100 k.v.a. transformers, which had been released from Amherstburg Station on the Essex System, were installed here, the smaller size being sufficient to take care of the load.

At the Eugenia Generating Station, the usual maintenance work was carried out to keep hydraulic and electrical equipment in good condition. A considerable amount of special work was done on No. 1 turbine, replacing worn parts and at the same time making changes in design with the object of increasing the efficiency and capacity of the unit.

The telephone equipment at the power house, and also at some of the substations and switching stations, was remodelled and the most up-to-date apparatus installed in order to protect operators and instruments.

The maintenance staff made a special inspection of insulators, pins and crossarms, and any which showed defects were replaced. High-tension line transpositions of the old type were changed over to the new standard type to eliminate trouble experienced through wires striking together in high winds, when loaded with sleet.

The transmission lines suffered considerable interference through road work being carried out by the various authorities; in some cases lines were damaged and service interrupted through blasting, while in other cases poles and lines had to be moved because of changes in roadway.

EUGENIA SYSTEM—LOADS ON MUNICIPALITIES

Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct., 1921	
Arthur	126.0	121.0	.....
Carlsruhe and Neustadt	104.5	170.2	65.7
Chatsworth	28.6	24.0	.....
Chesley	247.0	263.2	16.2
Dundalk	104.5	87.0	.....
Durham	130.0	512.0	382.0
Elmwood	58.0	45.5	.....
Flesherton	55.4	47.5	.....
Grand Valley	63.6	65.0	1.4
Hanover	727.8	1,441.0	713.2
Holstein	9.6	9.6	.....
Hornings Mills	5.	5.	.....
Markdale	90.6	88.4	.....
Mt. Forest	192.7	156.4	.....
Orangeville	144.5	167.5	23.0
Owen Sound	1,340.0	1,402.0	62.
Shelburne	162.2	136.7	.....
Tara	53.6	53.6	.....

Eugenia System—New Municipalities

Municipality	Load in Horsepower		Increase	Date Connected
	Initial	Oct., 1921		
Kincardine	76.4	115.2	38.8	Mar. 31, 1921
Lucknow	26.8	87.0	60.2	Jan. 12, 1921
Priceville	5.0	8.5	3.5	Mar. 17, 1921
Ripley	40.2	45.5	5.3	Jan. 13, 1921
Teeswater	30.	103.4	73.4	Dec. 19, 1920
Wingham	250.	364.6	114.6	Dec. 20, 1920

WASDELLS SYSTEM

The Wasdells System operated throughout the year in a satisfactory manner, but with little to report outside of the usual routine. Very few interruptions were experienced on the system, which operated in parallel with the Orillia Plant at Swift Rapids, and with the Big Chute and Eugenia Falls Generating Stations. The usual maintenance work was carried out on station equipment and lines in order to keep them in efficient condition. Along the routes of the lines a considerable amount of tree-trimming was done to keep branches from coming in contact with wires and thereby causing damage and interruption to service.

At Kirkfield Station a more efficient telephone system was installed and the metering equipment was remodelled.

At the Beaverton Substation the roof and the parapet walls were overhauled and put in good weather-proof condition.

WASDELLS SYSTEM—LOADS ON MUNICIPALITIES, 1920-1921

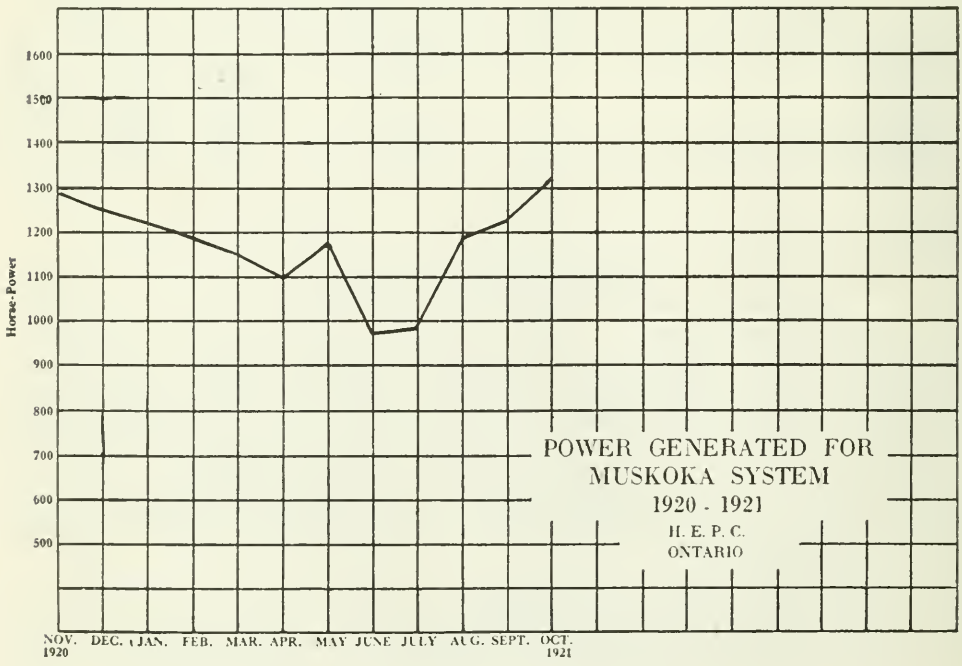
Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct., 1921	
Beaverton	88.4	103.2	14.8
Brechin	81.0	58.4	.....
Cannington	101.8	72.3	.....
Kirkfield	15.6	17.4	1.8
Sunderland	75.5	67.0	.....
Woodville	89.5	80.4	.....

MUSKOKA SYSTEM

The service on the Muskoka System suffered very few interruptions throughout the year. Blasting for road work caused some damage to lines and interruption to service, but no serious trouble was experienced. At the river crossing at Bracebridge the transmission line poles were reinforced, and

MUSKOKA SYSTEM—LOADS ON MUNICIPALITIES

Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct., 1921	
Gravenhurst	611.	341.8	.....
Huntsville	655.5	872.6	217.1



there was the usual amount of line inspection to forestall trouble developing. Other routine maintenance work was carried out on the system generally.

At the generating station at South Falls, the generator coils were painted, turbines inspected and worn parts repaired, and some maintenance work was done on the pipe lines and the gate house.

ST, LAWRENCE SYSTEM

The close of the current year finds the St. Lawrence System with double the number of customers being served that were supplied at the beginning of the year, accompanied, of course, by a substantial increase in high-tension mileage. The new customers, with the dates on which they were first served are as follows:—

Williamsburg, December 24th, 1920.
Alexandria, January 18th, 1921.
Apple Hill, February 22nd, 1921.
Martintown, May 25th, 1921.
Lancaster, May 25th, 1921.
Cornwall Pulp & Paper Co., May 26th, 1921.

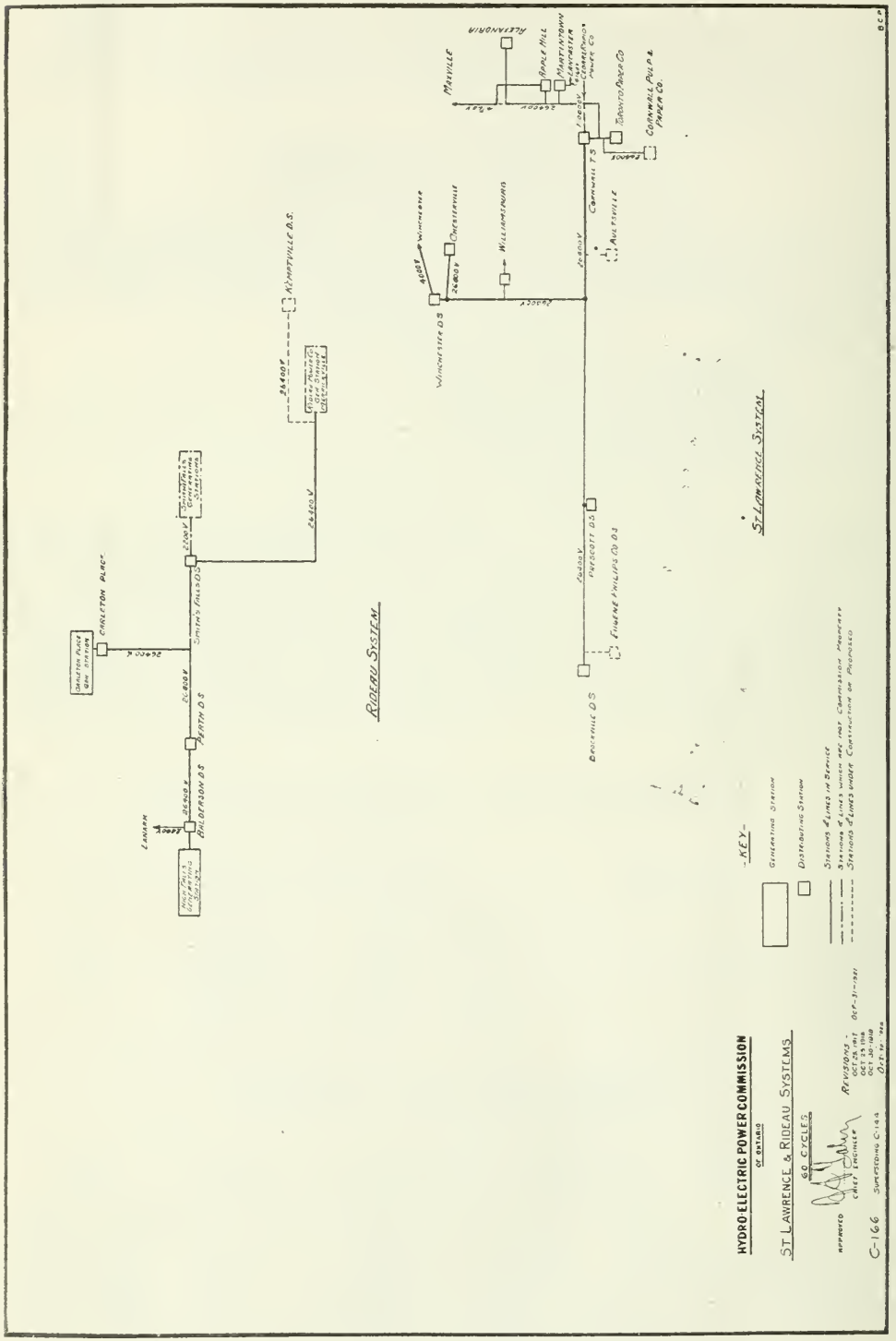
Williamsburg is an old "Hydro" customer, but until December 24th, 1920, was served through a low-tension line from Morrisburg, the power for this purpose being purchased by the Commission from Morrisburg. On the above date a new station at Williamsburg was connected to the 26,000 volt line between Morrisburg and Winchester. It is an unfortunate fact that owing to transformer failures, Williamsburg has had to revert to its original supply from Morrisburg on two different occasions while its transformer was returned to the factory and repaired. On the second occasion, the design of the transformer was radically changed, so that further trouble from the same source is not expected.

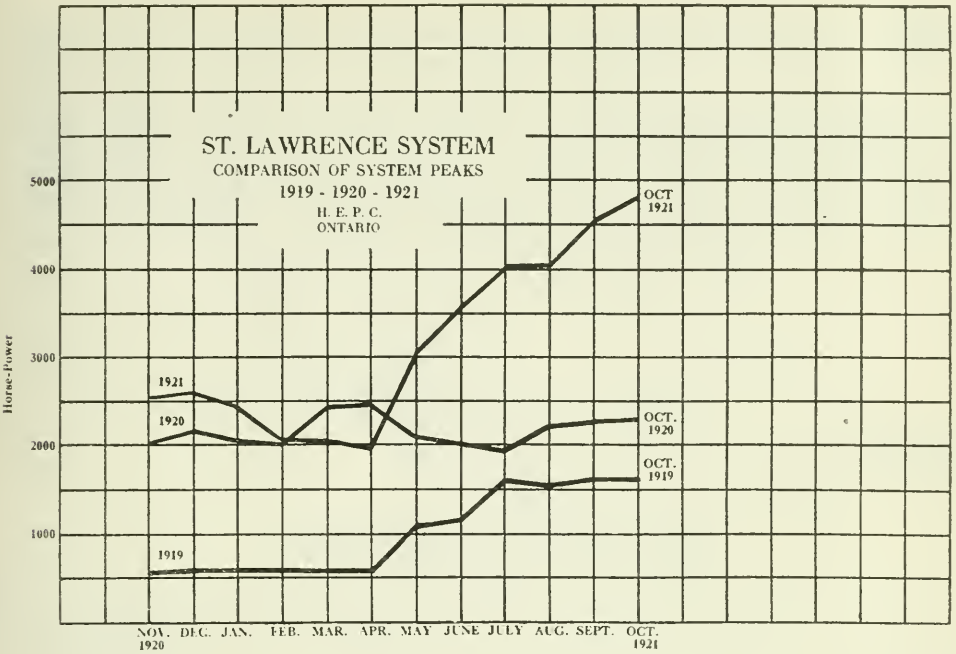
ST. LAWRENCE SYSTEM—LOADS ON MUNICIPALITIES

Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct., 1921	
Brockville	1,048.2	1,038.8	.....
Chesterville	130.0	132.0	2.
Howard Smith Paper Co	725.2	1,246.6	521.4
Prescott	219.8	223.8	4.
Williamsburg	17.6	6.7	.....
Winchester	95.8	90.4	.....

St. Lawrence System—New Municipalities.

Municipality	Load in Horsepower		Increase.	Date Connected
	Initial	Oct., 1921		
Alexandria	132.	158.	26.	Jan. 18, 1921
Apple Hill	18.7	14.7	.....	April 22, 1921
Cornwall Pulp and Paper Co	1,327.	1,880.7	553.7	May 26, 1921
Lancaster	9.4	22.7	13.3	May 25, 1921
Martintown	11.6	10.8	.....	May 25, 1921
Maxville	34.8	32.	.....	Feb. 22, 1921


HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
ST LAWRENCE & RIDEAU SYSTEMS
60 CYCLES
APPROVED
CHIEF ENGINEER
REVISIONS -
OCT 28 1931
OCT 31 1931
C-166
SUPERSEDING C-149
-KEY-
GENERATING STATION
DISTRIBUTING STATION
STATIONS & LINES IN SERVICE
STATIONS & LINES UNDER CONSTRUCTION OR PROPOSED
RIDEAU SYSTEM
ST LAWRENCE SYSTEM
CHALTON PLANT
CHALTON PLANT 6600 V STATION
SMITHS FALLS D.S.
SMITHS FALLS POWER CO. STATION
SMITHS FALLS MUNICIPAL STATION
ALMONTE D.S.
ALMONTE
ALMONTE POWER CO. STATION
LANARK
PERTH D.S.
BALDERSON D.S.
BROCKVILLE D.S.
PRESCOTT D.S.
EUGENE PHILIPS CO. D.S.
WINCHESTER D.S.
WINCHESTER
CHESTERVILLE
WILLIAMSBURG
CORNWALL T.S.
ALEXANDRIA
MAXVILLE
APPLE HILL
MARTINTOWN
LANCASTER
CLARENCE POWER CO.
DOMINION PAPER CO
CORNWALL PULP & PAPER CO.



Maxville is, for the present, fed from a low-tension line from Apple Hill Station, but provision has been made for a 26,000 volt source of supply when occasion requires it. A description of these stations will be found in another section of this report.

With the exception of the Cornwall Pulp and Paper Company, which is supplied by a short line from Cornwall, these new customers' loads are, as yet, comparatively small, and the Commission has endeavored to give them satisfactory service without high operating costs. It is, therefore, interesting to note that this additional work has been undertaken and carried out with no increase in staff.

A number of interruptions to customers west of Morrisburg has been necessary in order to move poles at the request of the Department of Public Highways. A large number of poles between Morrisburg and Prescott were moved, section by section, new poles being set in many cases with complete equipment ready for the transference of the conductors. In this way, relatively to the amount of work done, very short interruptions resulted.

RIDEAU SYSTEM

During the past year little trouble of any kind has been experienced on the Rideau System. The comparatively new stations and lines have proved easily able to maintain continuous service under the existing conditions, and the stream flow at High Falls is ample to carry the load. The difficulty experienced for very considerable periods by the Rideau Power Company in supplying power in accordance with its contract with the Commission did not result in any inconvenience to the municipalities which depend upon the Rideau System for power.

A station to serve the Villages of Balderson and Lanark was put into operation on December 29th, Lanark being served by a low-tension line from

Balderson, through which passes the 26,000 volt line between Perth and High Falls. A description of this station and line will be found elsewhere in this report.

The installation of the Tirrell voltage-regulator at High Falls has steadied the system voltage and practically eliminated the small variations, due to rapid load fluctuations, which are so difficult to avoid when operating under hand control. The addition of a hand control rheostat, which will shortly be made, will complete this regulator and enable the attendants to adjust the regulated voltage whenever changing system conditions warrant such action.

RIDEAU SYSTEM—LOADS ON MUNICIPALITIES.

Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct., 1921	
Carleton Place	694.	769.	75.4
Smiths Falls	1,052.	713.	.....
Perth	558.	522.7	.....

RIDEAU SYSTEM—New Municipalities

Municipality	Load in Oct., 1921	Date Connected
Lanark	38.8	Sept. 29, 1921

THUNDER BAY SYSTEM

During the past year the change-over was made on this System whereby the supply of power from the Kaministikwia Power Company to Port Arthur was discontinued, and this municipality was connected through the new transformer station and transmission line to Cameron Falls generating station. The load taken by the Port Arthur Commission increased during the fiscal year by almost 25 per cent.

On December 21st, 1920, the first unit at Cameron Falls (13,500 horse power capacity) was put into service, as well as the new transmission line to Port Arthur and the transformer station at Bare Point, near Port Arthur. The plant and lines were turned over to the Operating department on the above date, power being transmitted temporarily at 60,000 volts.

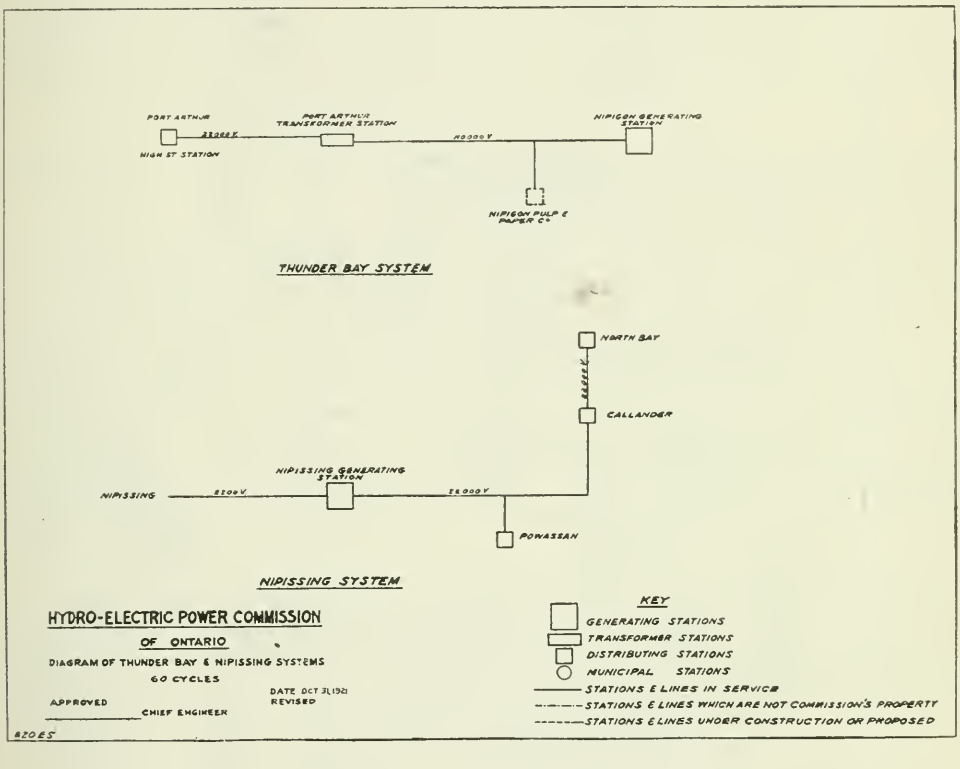
The second unit was put into service about March 15th, 1921, the original unit having been run continuously from December 21st, until that date. Since then, the Generating Station has been operated with either or both machines in service, depending upon load and water conditions. During the earlier period, and for some time after, the electric control and switching equipment was partly temporary, the Construction Department meanwhile working on the permanent control and switching equipment.

On August 7th, 1921, the permanent control and switching equipment was placed in service and the transmission voltage was raised to 110,000 volts. Necessary arrangements and changes were also made for this voltage at the receiving end.

The Operating Department has gradually taken over equipment as installed, and at the end of the fiscal year 1921 the work on the present station with two complete units was practically finished.

The telephone equipment at both ends of the transmission lines and at the section points has been designed and supplied through the Operating department. This equipment is not yet completely installed.

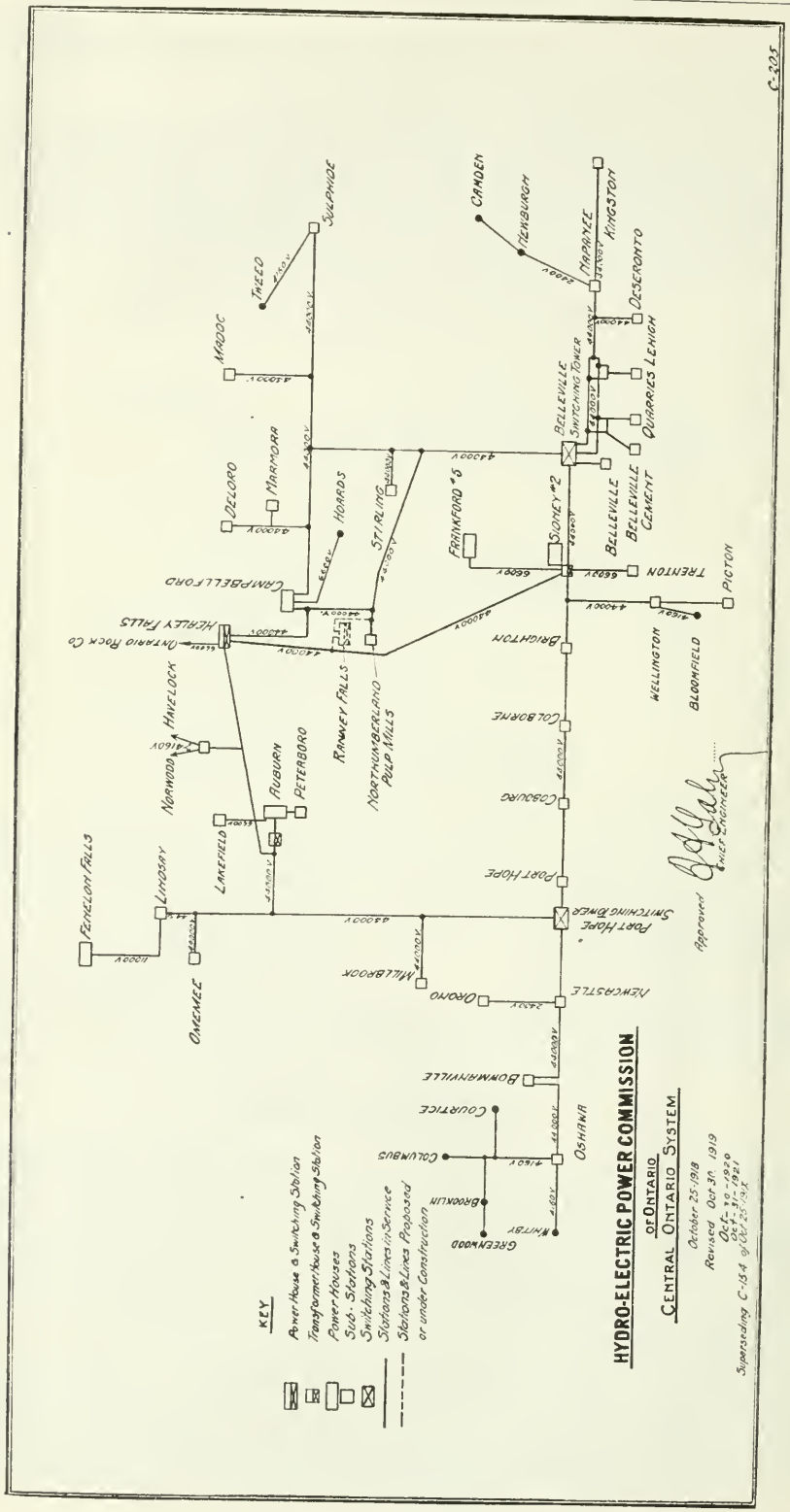
Considering the handicap incident to operating the generating station while a large amount of construction work was going on, together with the fact that it was necessary to organize a complete new staff for operation and maintenance of stations, and for the maintenance and patrol of lines in a sparsely settled and unfavorable locality, extremely good service has been given, which should be maintained and improved as time goes on.



OTTAWA SYSTEM

During the past year, the load on the Ottawa System has increased to a considerable extent, the load in October, 1921, amounting to 9,098 horse power, compared with 7,640 horse power in October of the previous year. The Commission made arrangements under the contract with the Ottawa and Hull Power & Manufacturing Company for the supply of additional blocks of power to meet the local Commission's increasing demand, and further increases have also been provided for.

Owing to the location of the generating station being so near to point of supply, there have been practically no interruptions or disturbances in the supply of power to the local system, and service has been very satisfactory. This Commission has continued to maintain the equipment for metering the power supply, testing and calibrating it at intervals to insure accuracy.


HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
CENTRAL ONTARIO SYSTEM
October 25/1918
Revised Oct 31 1919
Oct 19-1920
Oct 31-1921
Superseding C-154 & Oct 25/19..
C-225
KEY
Power House & Switching Station
Transformer House & Switching Station
Power Houses
Sub-Stations
Switching Stations
Stations & Lines in Service
Stations & Lines Proposed or under Construction
Approved
Chief Engineer
Sulphide
Treed
Madoc
Deloro
Marmora
Hoards
Stirling
Frankford "B"
Sidney "2"
Belleville Switching Tower
Belleville
Belleville Cement
Camden
Newburgh
Napanee
Kingston
Odessa
Odessa to Kingston
Odessa to Lennox
Trenton
Picton
Wellington
Bloomfield
Brighton
Cramp Bell Ford
Hagley Falls
Ontario Rock Co
Ranney Falls
Northumberland Pulp Mills
Colborne
Cobourg
Port Hope
Port Hope Switching Power
Newcastle
Millbrook
Oromo
Bowmanville
Courtice
Oshawa
Columbus
Brooklin
Whitby
Greenwood
Peterboro
Auburn
Lakefield
Lindsay
Fenelon Falls
Omemee
Norwood
Havelock

CENTRAL ONTARIO SYSTEM

Throughout the past year the Operating Department, co-operating with the Hydraulic Department, has continued a systematic study of the stream flow and storage possibilities of the Trent River. Although the usefulness of these studies is lessened somewhat by the fact that the regulation of the flow of the Trent River is under the control of the Department of Railways and Canals, they assist in determining the best distribution of load on the different generating stations to give maximum output with water available. These studies, together with previous studies, and the large amount of hydrographic data available in connection with the Trent River and its tributary streams, enables the Commission to predict accurately the maximum stream flow which could be maintained without encroaching upon the levels necessary for navigation.

The shortage of water this fall was not as serious or as prolonged as it was last year, and with the addition of the Ranney Falls power development, now well under way, plenty of power will be available next year.

A very unusual accident, coupled with a curious coincidence of circumstances, caused a slight shortage of power for a few days during the month of June. While one of the turbines was being overhauled, the bottom stop log, approximately 28 feet under the water surface at the head-works, broke, and allowed the water to enter the turbines. This unfortunately occurred in the short interval of time during which the manhole cover was off the turbine, giving the water free entrance into the power house, where it did considerable damage to equipment, causing some delay in placing the plant back into service. Fortunately, the Commission's arrangements with the Town of Campbellford and the Peterboro Hydraulic Power Company, of Peterboro, enabled them in a very short time to carry the system load without Healey Falls, the accident having happened at a time when plenty of water was available in the river.

It might be noted that the arrangements with the Peterboro Hydraulic Company had been concluded early in the year in order to provide a source of power to meet unlooked for contingencies as well as possible water shortages, while a renewal of the contract with the Town of Campbellford was at that time under negotiation and was concluded shortly afterwards, the amount of power contracted for being approximately 1,200 k.w., payment for which is based on both the demand and the kilowatt-hours consumed.

The thorough overhauling of the high tension lines and their reinsulation with insulators of modern design has effected such an improvement as to enable the Commission to make substantial reductions in the patrol staff, and in two cases this rearrangement of patrolmen led to the combination of the duties of operator and patrolman. The first of these was at Deseronto, where an arrangement existed with the town by which the Commission paid a portion of the salary of two operators who acted both as station operators and pump house operators for the town. This was discontinued, and the patrolman was allotted the duties of operator. The second case was at Cobourg, a "one man" substation, at which the operator now acts as a patrolman also. Although plenty of time has been given to test this method, no drawbacks have become apparent as yet, and it is expected that this economy can be considered as permanent.

During the past year a problem of some years' standing was solved by successfully designing a brake for the vertical shaft generators on the system, which, owing to the slight leakage in the turbine gates, could not be brought to a standstill without applying an electrical short circuit. One of the new

CENTRAL ONTARIO SYSTEM—LOADS ON MUNICIPALITIES

Municipality	Load in Horsepower		Increase
	Oct., 1920	Oct. 1921	
Belleville	1,689.	1,943.7	254.7
Bloomfield	54.	22.7	.....
Bowmanville	1,206.	1,119.3	.....
Brighton	122.	97.3	.....
Brooklyn	134.	98.5	.....
Cobourg	804.	970.5	166.5
Colborne	109.	109.3	.3
Deseronto	302.	250.6	.....
Kingston	1,707.	2,506.7	799.7
Lakefield	161.	156.8	.....
Lindsay	1,158.	1,375.3	217.3
Madoc	131.	143.4	12.4
Millbrook	34.	40.7	6.7
Napanee	374.	565.6	191.6
Newcastle	37.	48.2	11.2
Newburg	273.	386.	113.0
Omemee	40.	90.3	50.3
Orono	37.	48.2	11.2
Oshawa	3,307.	3,493.2	186.2
Peterborough	3,950.	4,886.	936.0
Picton	295.	268.	.....
Pt. Hope	405.	575.	170.
Stirling	134.	107.2	.....
Trenton	593.	671.5	78.5
Tweed	92.	106.5	14.5
Wellington	87.	63.0	.....
Whitby	424.	509.3	85.3

Central Ontario System—New Municipalities

Municipality	Load in Horsepower		Increase	Date Connected
	Initial	Oct., 1921		
Havelock	46.0	71.4	25.4	Jan. 13, 1921
Marmora	35.5	49.5	14.0	Dec. 14, 1920
Norwood	29.5	37.5	8.0	Jan. 12, 1921

brakes has been tried out and proven quite satisfactory, and will contribute considerably to the efficient and safe operation of these machines. Brakes on the remaining generators will be installed very shortly.

Owing to the lack of continuous attendance at Newcastle Substation, the electrolytic lightning arrester was removed and replaced by a water barrel arrester, which requires practically no attention other than the occasional addition of water to compensate for evaporation. As far as can be observed the new arrester, made up on the job, is functioning very satisfactorily.

At Peterboro the operation of the street railway has been carried on under difficult conditions, and the need for a new station has been felt for some time. The construction of such a station has been delayed owing to present high prices of equipment and to the necessity of considering this installation in connection with the proposed new municipal station. From an operating standpoint, it is very desirable that the new railway station be combined with the new municipal station, which is under consideration by the Peterboro Civic Utilities. As nothing has been definitely settled regarding the construction of

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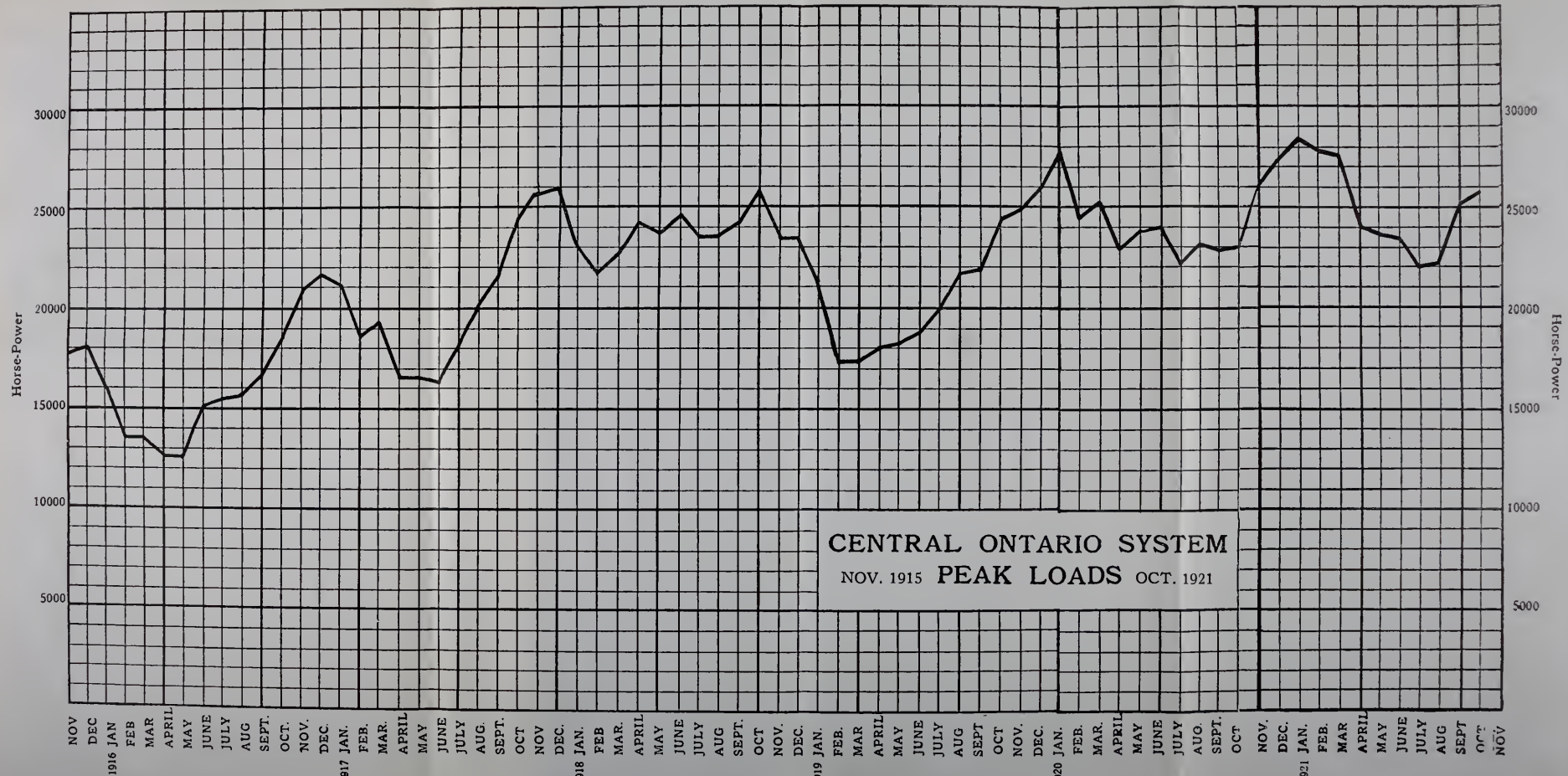

CENTRAL ONTARIO SYSTEM
NOV. 1915 PEAK LOADS OCT. 1921
Horse-Power
30000
25000
20000
15000
10000
5000
NOV DEC 1916 JAN FEB MAR APRIL MAY JUNE JULY AUG SEPT. OCT. NOV. DEC. 1917 JAN. FEB. MAR. APRIL MAY JUNE JULY AUG. SEPT. OCT NOV DEC. 1918 JAN. FEB MAR. APRIL MAY JUNE JULY AUG SEPT. OCT NOV. DEC. 1919 JAN. FEB. MAR APRIL MAY JUNE JULY AUG SEPT OCT NOV. DEC. 1920 JAN. FEB. MAR. APRIL MAY JUNE JULY AUG. SEPT. OCT NOV. DEC. 1921 JAN. FEB. MAR APRIL MAY JUNE JULY AUG SEPT OCT NOV

the new municipal station, the Commission is planning temporary arrangements for improving service until a permanent plan has been decided upon.

The old air blast transformers at Fenelon Falls suffered somewhat from lightning during the past season, although the resultant damage did not in any way impair the service to the system or any points thereof, and the coils suffering damage were repaired without difficulty and transformers restored to service.

The following new stations, a description of which will be found in another section of this report, have been put in operation on the Central Ontario system.

Marmora, Dec. 14th, 1920, to supply the village of Marmora.

Norwood, Jan. 12th, 1921, to supply the village of Norwood and, by a low tension feeder, the village of Havelock also. Both of these stations have been operating satisfactorily, there being no incidents in connection with either worthy of mention.

On account of the increasing load at Oshawa, a third 1,500 k.v.a. transformer was put into service on March 15th, 1921, replacing the 750 k.v.a. transformer at this station, and bringing the total capacity to 3- 1,500 k.v.a. transformers and 1- 750 k.v.a. transformer.

Summarizing the year's operation, an improvement in stream flow over last year is noticeable; very marked improvement in line insulation is apparent, resulting in reduction in patrol staff and maintenance charges, and, a matter of much greater importance, in a very noticeable reduction in the number of interruptions; all of which is very gratifying.

NIPISSING SYSTEM

The Nipissing System had a successful year with increasing load. Satisfactory service was given to customers and there were few interruptions.

In order to take care of demands for additional power, changes were made at the Nipissing power house. One of the turbines was remodelled in accordance with designs of the Commission's Hydraulic Department, and a new shaft, runner, gates, and gate mechanism were installed. A new 1400 k.v.a. generator with direct-connected exciter was installed on the remodelled turbine and the old 450 k.v.a. generator and exciter were removed. A new bank of three 900 k.v.a. transformers was installed at the power house in place of the 300 k.v.a. transformers previously in service. Some alterations were made to switchboard and machine rheostats in connection with these changes, giving better control with greater safety for the operator. The installation of the larger equipment at the power house entailed considerable work. In order to transport the heavy equipment into the power house, a roadway bridge over the pipe-line near the power house had to be rebuilt.

During the time that the one unit at Nipissing power house was shut down for rebuilding the turbine and installing the larger generator, the system load was carried by the remaining unit assisted by the Commission's steam plant in North Bay, and service was maintained without curtailing the supply to any customer. The cost of operating the steam plant, however, is high and added considerably to the system operating costs. Since the installation of the larger generator at the hydro-electric plant, it has not been necessary to use the steam plant even for peak loads.

A considerable amount of maintenance work was done on the wood-stave pipe-line to prevent it from settling out of line, and to prevent leaks due to increasing age. The work was successful and leakage has been reduced to a negligible amount.

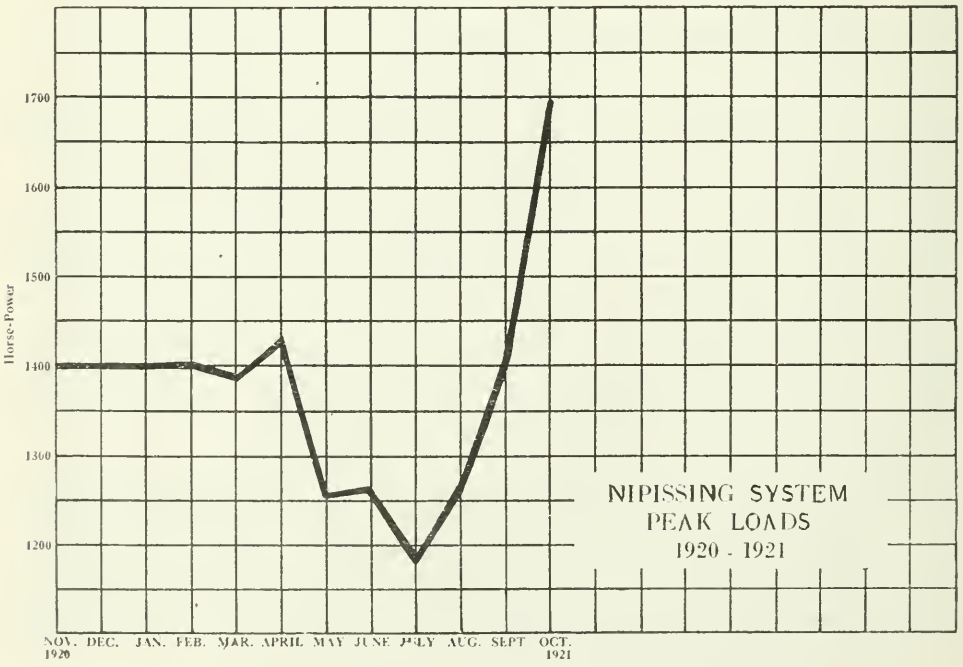
Owing to the increasing loads on the system, special attention has been given to conserving and efficiently using the water supply for power purposes. A good deal of maintenance work was done during the year on the storage dams built last year at different points to hold the Spring run-off for use during low-water periods. Leaks had developed in some of the wing walls due to frost, heaving of ice, etc. The wing wall at the main dam at the power house developed a serious leak after a Spring freshet, and this wall was practically rebuilt. The earth-fill near the head blocks was reinforced and rip-rapped.

Automatic water-level recorders were installed at various controlling points on the river to facilitate studies of levels and flow, so that the river may be regulated to the best advantage.

The usual maintenance work has been done at the plant to keep equipment in efficient condition, and the walls of the power house, stables and storerooms have been painted, etc.

At Powassan Substation the high-tension air-break switch was remodelled, making operation of the switch easier and safer.

The 22,000 volt transmission lines have been regularly inspected and the usual maintenance work carried out. Special inspection was made of types of insulators which have shown defects, and some of the more or less obsolete types were replaced. A number of poles were straightened where heaved out of line by frost and considerable underbrush was cleared away from beneath the transmission lines.



OPERATING DEPARTMENT—METER SECTION

The Operating Department maintains a Meter section for the calibration and maintenance of metering and protective equipment. All metering apparatus measuring customers' loads has been periodically inspected and kept in satisfactory operating condition. Since, in most cases, the Commission bills from graphic records only, it is essential that these records be accurate as well as continuous.

The line and feeder protective devices and all switchboard equipment are likewise calibrated and maintained by this Department, and this equipment has also been kept in the best condition. There has recently been placed in service on the Western Loop of the Niagara System the very latest type of balanced relay protection for high-tension transmission lines, which is one of the first installations of this type in this country. This installation was undertaken by our Station Maintenance Department and results are being watched with considerable interest.

The Operating department, Meter section, has a workshop which is available for the test and repair of meters, relays, and instrument transformers damaged in service. This class of work can very quickly be taken care of, especially in case of emergency. The shop also offers facilities for repairing and overhauling second-hand equipment, and a certain amount of second-hand metering equipment has been purchased and placed in good condition at a considerable saving over present-day prices.

A number of power factor surveys have also been made for municipalities at their request, and the department supplied men and equipment for other tests, such as pump-motor tests, and factory and mill load tests of various kinds. Every effort is being made to provide this service for municipalities at short notice and at as low a cost as possible.

EXPLANATORY STATEMENT RESPECTING THE ACCOUNTS

The Hydro-Electric Power Commission of Ontario believes that a satisfactory understanding of the manner in which the various operations of the Commission are financed will contribute greatly to the interest of those engaged either directly or indirectly with the work of the Commission.

In this section of its Annual Report dealing with the "Operation of the Systems" the Commission presents detailed financial statements which may easily be understood although, upon casual inspection, they might appear somewhat complex.

For the purpose of financial statement, the various systems are treated as quite separate units for each of which similar statements and details are given. Many of the pages which follow, therefore, simply repeat for each system the class of data which is presented for the first system dealt with, namely, the Niagara System. In order, therefore, to possess a ready grasp of all the figures presented in this and other similar reports of the Commission, all that is necessary is to have a true understanding of the financial procedure followed in connection with one system and with one municipality.

The accounts of the Hydro-Electric Power Commission of Ontario are subjected to a strict audit by Auditors specially appointed by the Provincial Government. The accounts of the individual municipalities are prepared according to approved and standard practice and are also duly audited. In fact, in preparing the various financial reports and statistical tables relating to all Hydro enterprises, the greatest care is exercised and all statements are presented in such form that they may be comprehensive and at the same time easily understood.

It is proposed here to explain briefly the general plan of the financial operations of the Commission and in the course of the explanation to illustrate by reference to specific data.

The Balance Sheet which immediately follows, exhibits the Assets and Liabilities of the Hydro-Electric Power Commission of Ontario in respect of all of its undertakings, except those of the "Central Ontario" and "Nipissing" Systems—which owing to special conditions are separately submitted—and also of the Ontario Power Company, Limited, the financial report of which is separately presented at the end of this third section of the Report.

It will be understood that this statement of Assets and Liabilities and the financial tables which follow relate to the properties constructed and operated by the Commission as trustees for the municipalities; and the balance sheets, operating reports and statistical data appearing in Section VIII, under the heading of "Municipal Accounts," refer to the operation of the municipalities' properties within the boundaries of those municipalities which have contracted with the Commission for their supply of electrical energy.

The whole Hydro-Electric undertaking of the municipalities, so far as finances are concerned, is operated in what may be termed two distinct divisions: first—the division which covers the generation, transformation, and transmission of electrical energy in wholesale quantities to municipalities. The equipment essential to this work is constructed, or otherwise provided, and also operated on behalf of the associated municipalities by the Hydro-Electric Power Commission of Ontario.

The second division comprises the various operations involved in the local distribution by various municipal utility commissions, within their respective

municipalities, of the electrical energy which they purchase from the Hydro-Electric Power Commission. The work performed by the various municipal commissions in their local distribution and sale of electrical energy is under the supervision of the Hydro-Electric Power Commission.

The ultimate source of all revenue—whether for the larger operations of the Hydro-Electric Power Commission or for the smaller local operations of the municipalities—is, of course, the consumer. The revenue collected from the service supplied by the municipalities is divided so as to pay for the power purchased from the Commission and also for the expense incurred by the local utility in supplying its customers.

The portion of the total revenue remitted to the Hydro-Electric Power Commission must be sufficient to pay the municipality's proportion of the expenditures made by the Commission on behalf of the municipality, in connection with the particular System to which the municipality belongs, in order to provide, transmit and sell to the municipality the agreed upon amount of power. This remittance to the Commission provides also for a Sinking Fund to liquidate the capital investment, and in addition a Renewal Reserve sufficient to rebuild—if necessary—the whole system within a period of 25 years. The Hydro-Electric Power Commission of Ontario obtains its revenue from power service—that is from the sale of electricity generated for and transmitted to the municipalities in bulk—and with this revenue operates and maintains its system and also creates the reserves just mentioned. Power service is given to each municipality "at cost."

All municipalities have current expenses to meet similar to the expenses of the Commission and have adopted the same sound financial procedure with respect to the operation of their local utilities. In other words, concurrently with the creation of funds to liquidate their debt to the Commission and provide a reserve to rebuild generating, transforming, and transmission systems, the municipalities are taking similar action with respect to their local hydro systems.

From the foregoing explanation it will be seen that the revenue obtained from "Hydro" light and power customers is sufficient to meet *all* operating and maintenance costs and capital charges in connection with (a) individual municipal investments and (b) collective municipal investments made through the agency of the Hydro-Electric Power Commission, and in addition there is provided within a period of 25 years, sufficient reserves to build anew— if necessary—the whole Hydro installation from the generating stations to and including the municipal systems.

It will be profitable to consider, very briefly, the basic principle upon which the whole Hydro project is founded. This is set out in the contracts under which the municipalities enter into the partnership of which the Commission acts as trustee. The rates at which power is supplied to the various municipalities vary with the amount of power used and the distance from the source of supply. The entire capital cost of the various power developments and transmission systems are pro-rated annually to the connected municipalities, according to the relative use made of the lines and equipment. Each municipality is required to assume responsibility for just that portion of capital employed in delivering electrical energy to it, together with such expenses as are incident to that particular portion of the investment. Municipalities are not charged with expenses connected with equipment or plant from which they derive no benefit or are in no way interested. The entire annual expense of operation, maintenance, administration, interest and sinking fund and full depreciation are paid out of revenue collected from the municipalities, through the medium of thirteen power bills rendered by the Commission each year. Power bills are rendered at an interim estimated rate each month during the year and a thirteenth bill—

or credit memorandum as the case may be—is rendered at the end of the year, when the Commission's books are closed and the actual cost determined.* There is no burden on the taxpayers or on non-users and no avenue through which losses, should they occur, could be absorbed, except by a direct charge to the contracting municipalities for power supplied. It should be noted that the sinking fund on the debentures is treated as an operating expense and that, therefore, the municipalities are not only paying the interest on the investment, but are also paying off the principal by means of a sinking fund and, in addition, are providing for the perpetuity of the system through an adequate depreciation fund.

The results obtained by the annual adjustments of the Commission's capital investment, operating expenses and fixed charges as they affect individual municipalities are clearly shown in the tables for the respective systems.

These financial statements are typical of others appearing in this section of the Commission's Annual Report, and if their significance is fully appreciated there can be no misconception of the relationship of the municipalities to the Commission's operations.

To further illustrate the foregoing explanatory comments a typical Operating Report is now submitted, viz., that of the Hydro-Electric Utility of the city of Windsor:

WINDSOR HYDRO SYSTEM

OPERATING STATEMENT FOR THE YEAR 1921

REVENUE

Revenue from Windsor Hydro customers, for year $513,863.66

EXPENSES

Representative illustration of expenses incurred by Hydro-Electric Power Commission on behalf of a municipality in connection with the supplying of its electrical energy. These data really show—as determined by annual adjustment—what it costs the Commission to supply the municipality with its power. See Annual Adjustment Statement page 102 for the city of Windsor as follows:

Cost (pro. share) of generating and transforming at Niagara Falls, Ontario	$61,640.42	
Cost (pro. share) of administering, maintaining and operating Commission's transformer stations and transmission lines	26,881.32	
Interest on Windsor's proportionate share of capital investment in stations and lines	34,101.45	
Renewal Reserves (pro. share) yearly provision for plant renewal purposes	15,708.69	
Contingencies (pro. share) yearly provision	952.73	
Payments to Sinking Fund (pro. share)	8,225.68	
		$147,510.29

*The financial year for the Commission Accounts ends on October 31st. The financial year for the Municipal Accounts, however, ends on December 31st, and the Municipal Accounts are made up to this date, and so recorded in Section VIII.

Expenses incurred by a municipality through its utility commission in connection with the sale of electrical energy to consumers. Consult the section dealing with the Municipal Accounts

Operation, Maintenance and Administrative expenses, etc.*	$229,905.30		
Interest and fixed charges on Debenture Debt	51,931.34		
Depreciation charge	23,440.00		
		$305,276.64	
Total expenses charged against the Revenue from customers of the Windsor System			$452,786.93
Net Surplus for the Year			$61,076.73

The city of Windsor situated at the extreme end of the Niagara System. 250 miles distant from source of power, Niagara Falls, Ontario, was connected to the System, October, 1914. This utility has fulfilled every monetary obligation imposed upon it by the Power Commission Act. With the close of the seventh year of operation its financial condition as set forth in the municipalities balance sheet (see Statement A, in Section VIII) stands as follows.

Total assets, $1,400,599.98; total liabilities, $1,041,966.65; reserves and surplus, $358,633.33. The last mentioned figure comprises the following items:

Debentures paid	$ 82,901.81
Sinking Fund Reserve (Local System)	28,658.44
Reserve for Renewal of plant (local)	78,051.74
Sinking Fund equity in Hydro-Electric Power Commission System	20,060.64
Surplus	148,960.70
	$358,633.33

In addition to these Reserves the Hydro-Electric Power Commission of Ontario has collected from this Utility during the period under review the sum of $99,808.31 which represents Windsor's proportionate share of Renewals Reserve retained by the Commission for purposes as hereinbefore mentioned.

*This includes $56,204.59, representing the sum paid in 1921 by the City of Windsor for power purchased from a source other than the Commission.

HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

Detailed Statement of Assets and Liabilities—31st October, 1921

POWER UNDERTAKINGS

Assets

Niagara System :		
Right-of-Way	$1,511,125.19	
Steel Tower Lines	4,660,395.96	
Transformer Stations	8,533,621.45	
Wood Pole Lines	2,619,113.58	
	$17,324,256.18	
Rural Lines	476 425.45	
		$17,800,681.63
Niagara Power Development Works		
Expenditure to date on construction work at Niagara Falls	$57,695,750.39	
Purchase and Equipment of Stone Quarry at Walkerton (less depreciation written off)	322,616.50	
		58,018,366.89
Thunder Bay System :		
Power Development (Nipigon River)	$5,637,973.84	
Transmission Lines (Nipigon River—Port Arthur)	567,606.36	
Transformer Station (Nipigon River—Port Arthur)	142,125.25	
Transformer Station (Port Arthur)	88,976.21	
Transmission Lines (Port Arthur)	29,476.46	
		6,466,158.12
Severn System :		
Power Development	$652,252.43	
Wood Pole Lines	569,977.42	
Transformer Stations	184,563.97	
	$1,406,793.82	
Rural Lines	53.42	
		1,406,847.24
St. Lawrence System :		
Wood Pole Lines	$462,694.68	

Liabilities

Provincial Treasurer :		
Cash Advances for Niagara and other Systems		$39,515,930.33
Cash Advances for Niagara Power Development Works		53,040,674.52
Bank of Montreal :		
Cash Advances re Construction of Third Pipe Line on Ontario Power Company's property		1,200,000.00
Debentures issued to cover purchase of Capital Stock of Ontario Power Company of Niagara Falls	$8,000,000.00	
Interest accrued thereon	80,000.00	
		8,080,000.00
Debentures issued for the purpose of retiring the 1921 issue of the Ontario Power Company of Niagara Falls	$3,200,000.00	
Interest accrued thereon	67,856.16	
		3,267,856.16
Debentures issued to cover purchase price of Essex System	$226,000.00	
Interest accrued thereon	3,874.99	
		229,874.99
Debentures issued to cover purchase price of Thorold System	$100,000.00	
Interest accrued thereon	1,666.67	
		101,666.67
Debentures assumed :		
Line to Brick Companies at Streetsville	$4,522.59	
Muskoka Power Development	42,251.79	
	$46,774.38	
Interest accrued thereon	1,668.83	
		48,443.21
Accounts payable	$693,104.07	
Bond Interest Coupons overdue but not presented	47,825.50	
		740,929.57

Transformer Stations	378,369.52	
	$841,064.20	
Rural Lines	13,129.33	
		854,193.53
Wasdell System :		
Power Development	$141,884.68	
Wood Pole Lines	154,188.77	
Transformer Stations	26,909.62	
	$322,983.07	
Rural Lines	12,399.15	
		335,382.22
Eugenia System :		
Power Development	$990,437.80	
Wood Pole Lines	815,629.70	
Transformer Stations	240,500.87	
	$2,046,568.37	
Rural Lines	2,095.23	
		2,048,663.60
Ottawa System :		
Meters, etc.	$1,009.57	
Rural Lines	4,697.50	
		5,707.07
Muskoka System :		
Power Development	$148,320.67	
Wood Pole Lines	54,313.44	
Transformer Stations	9,896.85	
		212,530.96
Rideau System :		
Power Development	$756,284.88	
Wood Pole Lines	260,653.90	
Transformer Stations	57,065.67	
		1,074,004.45
Bonnechere River Storage System :		
Round Lake Dam	$20,292.68	
Golden Lake Dam	11,092.81	
Interest on above to 31st December, 1916	2,780.25	
		34,165.74
Essex System :		
Purchase price of System	$226,000.00	
Additional Expenditure to date	149,141.34	
		375,141.34

Insurance Department :		
Outstanding claims and Awards	$572,439.78	
Surplus	18,370.18	
		590,809.96
Balances due to Municipalities in respect of amounts paid by them to 31st October, 1921, in excess of the cost of power supplied to them as provided to be paid under Section 23 of the Act :		
Niagara System	$207,815.60	
Niagara Rural Lines	1,022.31	
Severn System	2,705.54	
Eugenia System	2,758.90	
Muskoka System	1,290.35	
Rideau System	3,505.68	
		219,098.38
Ontario Power Company of Niagara Falls :		
Moneys held for purpose of Sinking Funds	$163,271.71	
Current Account	39,748.07	
		203,019.78
Reserves for Sinking Fund :		
Municipalities—		
Niagara System	$957,717.89	
Niagara Rural Lines	50,607.68	
Thunder Bay System	21,264.86	
Severn System	59,961.22	
St. Lawrence System	15,197.50	
St. Lawrence Rural Lines	195.11	
Wasdell System	11,169.51	
Wasdell Rural Lines	611.43	
Eugenia System	13,156.54	
Eugenia Rural Lines	144.71	
Muskoka System	750.60	
Ottawa System	88.62	
Bonnechere Storage System	3,194.24	
		1,134,059.91
Service and Office Buildings—		
Service Buildings	$42,074.56	
Office Buildings	53,356.47	
		95,431.03

HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

Detailed Statement of Assets and Liabilities—31st October, 1921—Continued

POWER UNDERTAKINGS—Continued

Assets

Thorold System :		
Purchase Price of System	$100,000.00	
Less Credit Balance on Current Account	55,979.20	
		44,020.80
Service Buildings :		
Service Building and Equipment, Toronto	$457,656.23	
Equipment of Storehouse and Garage, Hamilton	9,527.55	
Pole Yard and Equipment, Cobourg	20,430.82	
		487,614.60
Office Buildings :		
On University Avenue, Toronto	$494,793.77	
Corner Elm Street and Centre Avenue, Toronto (Less Mortgage $40,000.00)	118,882.40	
		613,676.17
Office Furniture and Equipment :		
At Toronto Office	$110,518.52	
At Hamilton Office	1,709.59	
At Electrical Inspection Offices	5,002.86	
Library	3,080.62	
Stationery and Office Supplies	26,295.51	
		146,607.10
Automobiles and Trucks		15,571.31
Inventories :		
Construction and Maintenance, Tools and Equipment	$258,897.24	
Construction Material and Sundry Supplies	899,393.42	
Maintenance Material and Supplies	225,200.71	
		1,383,491.37
Capital Stock of Ontario Power Company of Niagara Falls		8,000,000.00
Ontario Power Company of Niagara Falls :		
Re 6 per cent. 1941 Debentures issued by the Commission for the purpose of retiring the 1921 issue of the Power Company	$3,200,000.00	

Liabilities

Reserves for Renewals :		
Contributed by Municipalities—		
Niagara System	$2,222,365.90	
Niagara Rural Lines (Operated by Commission)	6,356.37	
Thunder Bay System	41,302.22	
Severn System	227,347.21	
St. Lawrence System	76,359.37	
St. Lawrence Rural Lines	10.12	
Wasdell System	38,973.73	
Eugenia System	181,830.21	
Muskoka System	25,471.39	
Rideau System	38,365.47	
		2,858,381.99
In respect of Service and Office Buildings—		
Service Buildings	$89,005.13	
Office Buildings	9,695.44	
		98,700.57
Reserves for Contingencies :		
Niagara System	$24,875.01	
Thunder Bay System	4,424.66	
Severn System	7,128.08	
St. Lawrence System	3,372.65	
Wasdell System	240.64	
Eugenia System	12,079.58	
Muskoka System	1,911.14	
Rideau System	1,183.31	
		55,215.07
Surplus of Interest :		
On General Account—	$37,942.76	
Reserved for the benefit and credit of Municipalities which have paid Sinking Funds — being the Interest return from the investment of such funds in excess of the 4 per cent. interest already allowed by the Commission thereon	29,751.46	
		67,694.22

Interest accrued thereon	67,856.16	
	$3,267,856.16	
Expenditure in connection with Construction of Third Pipe Line	3,515,094.93	
Accrued Interest on $8,000,000 Bonds issued by the Commission to cover the Purchase Price of the Capital Stock of the Power Company	80,000.00	
		6,862,951.09
Sinking Fund :		
On deposit with Provincial Treasurer, including interest allowed thereon	$608,284.91	
Invested in Securities of the Province of Ontario, which are deposited with the Provincial Treasurer—par value $278,500.00	276,045.10	
		884,330.01
Investments :		
Debentures of the Hydro-Electric Power Commission purchased (issued in connection with the purchase of Capital Stock of the Ontario Power Company) par value $115,000.00	$79,844.50	
Interest accrued thereon	1,150.00	
		80,994.50
Cash :		
In Banks	$1,397,163.21	
In hands of employees as advances on account of expenses	233,713.24	
In Bank to pay Bond Interest Coupons overdue but not presented	47,825.50	
		1,678,701.95
Accounts receivable :		
Due by Municipalities in respect of Construction work and supply sales	$303,613.52	
Less Reserve for doubtful accounts	5,885.20	
	$297,728.32	
Due by Municipalities in respect of Power Accounts	754,290.59	

Surplus arising from Departmental Operations in Service Buildings :		
Storehouse	$37,355.60	
Machine Shop	3,978.58	
		41,334.18
Surplus on Rural Lines operated by the Commission :		
Niagara System	$1,590.47	
St. Lawrence System	64.97	
		1,655.44
Contingent Liabilities :		
In respect of contracts entered into for works under construction	$3,509,580.71	
In respect of outstanding bonds of the Ontario Power Company of Niagara Falls and the Ontario Transmission Company, Limited	10,848,000.00	

HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

Detailed Statement of Assets and Liabilities—31st October, 1921—Continued

POWER UNDERTAKINGS—Continued

Assets			*Liabilities*
"Sinking Fund and Interest" and "Consumers" Accounts owing in respect of Rural Lines		37,325.06	
Due by Town of Renfrew for Water from Bonnechere Storage System for Power purposes		6,142.92	
Balances due by Municipalities in respect of the Costs of Power supplied to them as provided to be paid under Section 23 of the Act]:			
Niagara System	$190,814.41		
Severn System	56,175.48		
St. Lawrence System	18,635.74		
Wasdell System	19,117.39		
Eugenia System	103,477.55		
Muskoka System	6,272.07		
Rideau System	4,088.85		
		398,581.49	
Amount recoverable out of future revenues from the City of Port Arthur and other Power Customers on the Thunder Bay System—being that portion of the interest on the Nipigon Development which was deferred as at 31st October, 1921		18,708.83	
			1,512,777.21
Central Ontario System, due thereby			18,638.43
Expended in connection with Power Investigations, Surveys, Reports, etc. and on Electrical Inspection—		$160,022.02	
Less: Cash Advances by the Province on account of the above (including $10,866.96 brought forward from 1920)		135,935.82	
Balance carried as receivable from the Province of Ontario			24,086.20

Work in Progress :		
Expenditure on account of various Systems chargeable upon completion to—		
Sundry Municipalities	$10,553.91	
Capital Construction	124,856.20	
Operating and Maintenance Expenses	3,971.14	
Electrical Inspection (Rules and Regulations)	5,313.72	
		144,694.97
Insurance Unexpired		112,694.33
		$110,642,692.83

RADIAL RAILWAY UNDERTAKINGS

Sandwich, Windsor and Amherstburg Railway :		
Cost of Capital Stock and Plant Assets of Company	$2,039,000.00	
Advances for Construction and Extensions and Operations $600,000.00		
Less Current Account 24,691.23		
	575,308.77	
		2,614,308.77
Guelph Radial Railway :		
Purchase price of Railway	$150,000.00	
Proceeds of sale of Bonds $116,000.00		
Less Cash held by the Commission 69,641.98		
	46,358.02	
		196,358.02
Port Credit to St. Catherines Radial Railway :		
Expended upon purchase of Right-of-Way	$72,386.77	
Construction materials purchased	304,254.86	
Surveying, Engineering, Administrative Expenses and Interest	100,660.58	
		477,302.21
Toronto to Port Credit Radial Railway :		
Expended upon purchase of Right-of Way	$632,291.68	
Surveying, Engineering, Administrative Expenses and Interest	103,473.02	
		735,764.70

		$111,590,775.98
In respect of the Sandwich, Windsor and Amherstburg Railway :		
Debentures issued to cover purchase price of Capital Stock and Plant Assets	$2,039,000.00	
Interest accrued thereon	7,646.25	
Debentures issued for the purpose of making extensions and betterments $900,000.00		
Hypothecated to Bank of Montreal 440,000.00		
Unsold and on hand 460,000.00		
Bank of Montreal—Advances (Secured by hypothecation of $501,000.00 Hydro Radial Debentures issued by Commission and $190,000.00 Debentures of City of Windsor)	600,000.00	
		2,646,646.25
In respect of the Guelph Radial Railway :		
City of Guelph—Purchase price of Railway payable thereto in half-yearly installments according to terms of purchase agreement	$150,000.00	
Debentures issued by the Commissiou for the purpose of making extensions and betterments (authorized issue $150,000)	116,000.00	
		266,000.00

HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

Detailed Statement of Assets and Liabilities—31st October, 1921—Continued

RADIAL RAILWAY UNDERTAKINGS—Continued

Assets		
Expended in connection with investigations, surveys, by-laws and reports on proposed Radial Railways (including expenditures of $130,697.22 made, and for the time being capitalized, prior to 31st October, 1920).....	$151,871.77	
Expended in connection with the preparation of information for and the submission of evidence to the Royal Commission which investigated Hydro Radial Railways (including $44,704.09 expended prior to 31st October, 1920)	335,123.93	
	$486,995.70	
Less: Cash advances by the Province on account of the above.....	150,000.00	
Balance carried as receivable from the Province of Ontario		336,995.70
		$115,003,422.23

Liabilities		
In respect of the Port Credit to St. Catherines Radial Railway :		
Bank of Montreal, Advances.....	$500,000.00	
(Secured by hypothecation of $1,200,000.00 Hydro Radial Debentures, being part of issue of $11,360,363 guaranteed by Province of Ontario)		500,000.00
Contingent Liabilities—		
In respect of contracts entered into for construction materials.....	$17,971.57	
		$115,003,422.23

NIAGARA SYSTEM

OPERATING ACCOUNT

FOR YEAR ENDING 31st OCTOBER, 1921.

COSTS OF OPERATION AS PROVIDED FOR UNDER SECTIONS 6c AND 23 OF THE ACT.		
Power Purchased		$2,411,965.30
Cost of operating and maintaining Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		656,078.61
Interest on Capital Investment		668,319.17
Provision for Renewal of Lines, Stations, etc		322,462.26
Provision for Contingencies :		
By charges against Municipalities	$ 30,337.08	
By charges against contracts with Private Companies which purchase power	7,162.92	
		37,500.00
Provision for Sinking Fund :		
By certain Municipalities which were charged therewith upon the expiry of their five year exemption period	$168,957.93	
By charges against contracts with Private Companies which purchased power	43,279.90	
		212,237.83
		$4,308,563.17

REVENUE FOR PERIOD.		
Collected from Municipalities		$3,465,999.68
Power sold to Private Companies		750,465.74
		4,216,465.42
Add amounts due by certain Municipalities, being the difference between sums paid and the cost of power supplied to them in the year	$185,910.45	
Deduct amounts collected from certain Municipalities in excess of the sums required to be paid by them for power supplied in the year	109,881.52	
		76,028.93
REVENUE		$4,292,494.35
Loss on Sale of Power supplied to Private Companies (written off against Contingency Reserve)		16,068.82
		$4,308,563.17

NIAGARA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of Such Cost, upon ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Cost of Power to Commission	Share of Operating Maintenance and Administrative Expenses
	To Dec. 31, 1920	To Oct. 31, 1921				
Acton	$32.00	$32.00	$29,761.80	203.7	$2,485.09	$2,096.04
Ailsa Craig	49.00	49.00	37,956.45	127.9	1,680.35	1,189.52
Aylmer	38.00	45.00	53,183.67	180.1	2,197.18	2,116.50
Ayr	50.00	50.00	16,175.22	75.3	998.64	883.88
Baden	32.00	32.00	25,329.18	187.4	2,286.24	1,476.63
Beachville	27.00	30.00	30,910.86	261.9	3,195.12	2,671.93
Blenheim	50.00	53.00	38,188.63	145.8	1,778.72	2,024.87
Bolton	60.00	60.00	41,721.41	121.0	1,476.17	931.55
Bothwell	60.00	60.00	36,807.55	141.2	1,722.61	2,121.44
Brampton	20.00	20.00	78,549.06	908.3	11,181.06	3,690 28
Brantford	18.00	20.00	266,346.22	4,330.0	52,975.06	15,366.88
Brigden	57.50	60.00	30,864.00	78.5	957.69	1,772.53
Burford	70.00	70.00	16,031.05	43.1	525.81	1,365.99
Burgessville	48.00	48.00	7,018.77	26.7	325.74	436.85
Caledonia	24.00	24.00	7,397.44	86.7	1,057.72	427.37
Chatham	29.00	28.00	248,226.25	2,220.0	27,283.52	10,906.51
Chippawa Village	35.00	32.00	975.38	67.7	825.92	509.24
Clinton	43.00	46.00	41,868.33	167.0	2,037.37	1,574.21
Comber	60.00	60.00	31,247.36	107.6	1,312.70	1,558.13
Dashwood	56.00	56.00	20,654.62	48.5	591.69	1,081.44
Delaware	85.00	85.00	4,522.60	12.4	151.28	309.28
Dereham Township	37.00	37.00	12,592.64	81.9	999.16	1,214.21
Dorchester	50.00	50.00	5,338.81	26.9	328.17	482.79
Drayton	65.00	70.00	26,560.56	51.1	623.41	914.80
Dresden	38.00	38.00	30,002.12	192.2	2,344.79	1,652.27
Drumbo	60.00	55.00	5,173.14	23.6	287.92	324.12
Dublin	60.00	60.00	10,180.62	27.8	339.15	1,136.49
Dundas	14.00	17.00	44,978.04	1,172.0	14,298.14	2,473.59
Dunnville	35.00	40.00	88,527.80	251.1	3,063.36	997.83
Dutton	40.00	40.00	18,593.14	107.2	1,307.81	1,366.57
Elmira	38.00	38.00	46,273,65	296.7	3,819.67	2,142.73
Elora	40.00	40.00	36,893.92	197.5	2,409.45	2,172.14
Embro	75.00	75.00	18,452.71	46.7	569.73	1,078.63
Etobicoke Twp.	27.00	27.00	29,357.37	352.3	4,297.99	1,737.19
Exeter	41.00	41.00	46,554.09	178.4	2,176.44	2,988.19
Galt	20.00	21.00	206,035.52	2,673.7	32,918.55	11,608.52
Fergus	40.00	44.00	35,549.27	185.1	2,258.18	2,127.80
Forest	63.00	60.00	46,273.91	119.6	1,459.09	2,111.07
Glencoe	78.35	78.35	39.280.26	70.9	864.96	1,451.68
Goderich	43.00	50.00	145,206.51	450.2	5,592.34	4,525.98
Granton	55.00	55.00	13,571.10	46.0	561.19	716.91
Georgetown	35.00	35.00	98.211.12	539.2	6,778.12	6,237.40
Guelph	19.00	20.00	205,194.83	3,860.9	47,802.17	15,245.82
Hagersville	36.00	36.00	53,498.11	349.5	4,263.82	2,773.90
Hamilton	14.00	16.00	641,655.64	16,995.7	209,843.93	29,949.72

SYSTEM

Section 23 of the Act—of Power Supplied to it by the Commission—The Amount and the Amount Remaining to be Credited or Charged to Each Municipality of Power Supplied to it in the Year Ending 31st October, 1921

Operating Costs and Fixed Charges.				Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited or charged to each Municipality upon ascertainment of the actual Cost of Power by Annual Adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the Year 1920-21
Interest	Renewals	Contingencies	Sinking Fund			Credited	Charged	
$1,352.06	$716.63	$39.15	$413.75	$7,102.72	$6,516.82	..$.....	$585.90	1919–20
1,724.56	927.14	24.58	322.53	5,868.68	6,485.23	616.55	.....	1916–17
2,398.31	1,283.84	34.61	.....	8,030.44	7,893.72	.....	136.72	.....
735.18	395.26	14.47	247.83	3,275.26	3,637.47	362.21	.....	1917–18
1,117.20	583.37	36.01	428.71	5,920.16	5,995.89	67.73	.....	1919–20
1,403.72	735.26	50.33	544.95	8,601.31	7,713.91	.....	887.40	1919–20
1,735.17	899.38	28.02	677.84	7,144.00	7,657.20	513.20	.....	1916–17
1,899.65	1,010.15	23.25	711.46	6,052.23	7,258.25	1,206.02	.....	1916–17
1,672.42	866.59	27.14	628.86	7,039.06	8,472.45	1,433.39	.....	1916–17
3,583.98	1,716.97	174.56	1,304.21	21,651.06	19,896.25	.....	1,754.81	1920–21
12,073.63	6,134.09	832.13	2,781.42	90,163.21	85,358.87	.....	4,804.34	1917–18
1,403.01	741.80	15.09	.....	4,890.12	4,678.12	.....	212.00	.....
728.95	395.55	8.28	283.82	3,308.40	3,016.39	.....	292.01	1916–17
319.08	171.65	5.13	.....	1,258.45	1,281.43	22.98	.....	.....
334.61	178.48	16.66	117.35	2,132.19	2,081.00	.....	51.19	1919–20
11,257.71	5,363.10	426.64	3,022.16	58,259.64	63,065.51	4,805.87	.....	1916–17
44.38	24.38	.....	.....	1,403.92	2,199.13	795.21	.....	.....
1,900.28	1,004.06	32.09	581.97	7,129.98	7,361.18	231.20	.....	1917–18
1,415.55	737.91	20.68	368.01	5,412.98	6,453.15	1,040.17	.....	1916–17
939.20	508.30	9.32	.....	3,129.95	2,578.29	.....	551.66	.....
205.63	111.00	2.38	73.12	852.69	1,051.13	198.44	.....	1916–17
572.10	303.08	15.74	.....	3,104.29	2,020.47	.....	1,083.82	.....
242.56	128.99	5.17	81.22	1,268.90	1,342.90	74.00	.....	1917–18
1,205.39	650.05	9.82	.....	403.47	3,525.49	122.02	.....	.....
1,361.93	677.10	36.94	366.75	6,439.78	7,301.94	862.16	.....	1916–17
235.14	126.47	4.54	109.99	1,088.18	1,323.28	235.10	.....	1917–18
462.43	247.42	5.34	.....	2,190.83	1,670.80	.....	520.03	.....
2,019.59	1,037.03	225.23	798.96	20,852.54	19,354.76	.....	1,497.78	1920–21
4,026.19	2,212.19	48.26	.....	10,347.83	9,821.48	.....	526.35	.....
842.34	442.64	20.60	287.89	4,267.85	4,287.99	20.14	.....	1916–17
2,049.57	1,077.89	57.02	624.71	9,771.59	11,476.11	1,704.52	.....	1918–19
1,676.63	895.76	37.96	708.90	7,900.84	7,898.50	.....	2.34	1917–18
839.13	454.64	8.97	299.38	3,250.48	3,505.60	255.12	.....	1917–18
1,341.61	618.38	67.70	.....	8,062.87	9,513.15	1,450.28	.....	.....
2,116.02	1,134.17	34.28	.....	8,449.10	7,312.85	.....	1,136.25	.....
9,347.81	4,746.54	513.83	3,698.04	62,833.29	61,168.36	.....	1,664.93	1920–21
1,615.61	863.84	35.57	511.12	7,412.12	8,003.87	591.75	.....	1917–18
2,103.49	1,111.45	22.98	.....	6,808.08	7,234.25	426.17	.....	.....
1,786.06	955.09	13.63	.....	5,071.42	5,556.93	485.51	.....	.....
6,594.12	3,515.19	86.52	2,138.57	22,452.72	21,392.28	.....	1,060.44	1917–18
616.93	331.63	8.84	.....	2,235.50	2,527.42	291.92	.....	.....
4,462.94	2,382.71	103.62	1,418.38	21,383.17	19,071.17	.....	2,312.00	1918–19
9,296.53	4,610.32	741.98	3,677.75	81,374.57	77,280.66	.....	4,093.91	1920–21
2,225.59	1,201.19	67.17	642.29	11,173.96	12,582.69	1,408.73	.....	1918–19
28,618.89	14,671.28	3,266.20	11,321.76	297,671.78	273,221.84	.....	24,449.94	1920–21

NIAGARA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of Such Cost, upon ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Cost of Power to Commission	Share of Operating Maintenance and Administrative Expenses
	To Dec. 31, 1920	To Oct. 31, 1921				
Harriston	$52.00	$55.00	$55,592.60	212.4	$2,591.23	$2,064.65
Hensall	55.00	57.00	23,803.85	54.1	660.00	1,025.79
Hespeler	21.00	23.00	31,721.22	368.5	4,495.61	2,355.78
Highgate	51.00	55.00	15,189.43	45.5	555.08	617.92
Ingersoll	21.00	23.00	84,940.48	981.9	11,978.96	5,665.73
Kitchener	19.00	20.00	422,850.41	6,291.6	78,756.15	21,284.39
Lambeth	85.00	75.00	10,102.91	27.7	337.94	652.77
Listowel	37.00	37.00	82,961.31	476.4	6,011.97	3,688.98
London	19.00	20.00	785,213.83	12,365.2	152,152.74	38,229.50
London Railwy.Com.	15.00+ 1c k.w.h*	15.00+ 1c k.w.h.	147,802.40	1,153.5	14,072.44	18,267.48
Lucan	40.00	35.00	31,217.29	194.3	2,370.42	1,543.99
Lynden	50.00	50.00	24,271.80	100.8	1,229.73	989.15
Markham	77.74	77.74	19,675.19	53.2	1,484.76	8.06
Milton	28.00	28.00	80,676.47	658.2	8,189.89	3,411.39
Milverton	35.00	35.00	42,815.38	277.0	3,479.34	2,172.59
Mimico	21.00	21.00	33,163.06	400.0	4,879.91	1,787.68
Mitchell	36.00	36.00	28,939.70	187.6	2,288.68	1,335.45
Moorefield	70.00	70.00	13,171.25	27.9	340.37	587.95
Mount Brydges	70.00	70.00	9,847.63	27.0	329.40	641.26
Newbury	.....	67.10	5,085.09	11.2	136.63	261.06
New Hamburg	32.00	32.00	32,662.87	226.2	2,759.59	2,044.58
New Toronto	20.00	22.00	289,788.79	2,924.3	35,925.82	13,264.20
Niagara Falls	11.50	12.50	33,339.50	3,457.5	42,240.75	3,758.86
Niagara-on-Lake	28.00	28.00	7,314.53	182.2	2,222.80	632.39
Norwich	35.00	35.00	36,645.88	253.9	3,097.52	2,557.47
Oil Springs	43.00	43.00	28,790.63	119.3	1,455.43	1,423.50
Otterville	50.00	50.00	9,318.33	37.0	451.39	500.67
Palmerston	50.00	45.00	39,203.75	190.2	2,320.39	1,884.76
Paris	19.00	21.00	47,795.82	671.7	8,194.59	2,595.12
Parkhill	75.23	75.00	31,885.01	54.2	661.23	735.29
Petrolia	36.00	36.00	90,475.09	589.2	7,288.11	4,588.45
Plattsville	65.00	65.00	9,219.29	28.1	342.81	946.32
Por t Credit	23.00	23.00	11,786.29	114.7	1,399.31	843.64
Port Stanley	53.00	50.00	41,764.62	195.7	2,387.50	2,186.94
Preston	19.00	22.00	109,280.60	1,552.6	18,941.38	6,270.66
Princeton	85.00	90.00	8,977.65	16.1	196.41	523.25
Queenston	.....	18.42	598.16	19.9	242.77	102.03
Ridgetown	47.00	45.00	40,945.53	191.9	2,341.14	1,957.96
Rockwood	55.00	55.00	15,044.25	55.2	673.43	987.94
Rodney	63.00	55.00	14,592.00	61.8	753.94	815.87
St. George	45.00	45.00	16,445.91	73.9	901.56	674.61
St. Jacobs	32.00	35.00	11,199.35	74.9	913.76	928.35
St. Mary's	28.00	32.00	107,309.33	910.4	11,106.68	7,189.62
St. Thomas	24.00	25.00	205,890.37	2,349.9	28,968.26	13,811.85
Sarnia	36.00	35.00	465,850.51	2,861.5	36,009.67	18,574.80

* Note:—Charged to Contingency Reserve.

SYSTEM—Continued

Section 23 of the Act—of Power Supplied to it by the Commission—The Amount and the Amount Remaining to be Credited or Charged to Each Municipality of Power Supplied to it in the Year Ending 31st October, 1921

Operating Costs and Fixed Charges				Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited or charged to each Municipality upon ascertainment of the actual Cost of Power by Annual Adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the Year 1920-21
Interest	Renewals	Contingencies	Sinking Fund			Credited	Charged	
$2,516.13	$1,331.55	$ 40.82	$.....	$ 8,544.38	$ 11,558.58	$ 3,014.20	$.....	.....
1,082.38	586.08	10.40	.....	3,364.65	3,052.47	.....	312.18	.....
1,439.62	737.30	70.82	569.62	9,668.75	8,735.78	.....	932.97	1920-21
690.37	362.46	8.74	.....	2,234.57	2,467.99	233.42	.....	.....
3,854.57	1,982.87	188.70	1,524.88	25,195.71	23,387.15	.....	1,808.58	1920-21
18,055.41	8,897.28	1,209.11	7,142.80	135,345.14	128,596.65	.....	6,748.49	1920-21
459.35	247.97	5.32	155.50	1,858.85	2,345.69	486.84	.....	1916-17
3,761.26	1,952.38	91.55	.....	15,506.14	17,826.23	2,320.09	.....	.....
35,576.33	17,572.93	2,376.32	14,074.15	259,981.97	246,728.42	.....	13,253.55	1920-21
6,648.02	3,435.55	221.68	2,752.05	45,397.22	44,181.95	.....	1,215.27	1917-18
1,418.06	748.12	37.34	433.18	6,551.11	6,978.59	427.48	.....	1916-17
1,102.06	599.28	19.37	448.97	4,388.56	5,039.06	650.50	.....	1916-17
894.60	491.54	.....	.....	2,878.96	4,137.02	1,258.06		.....
3,678.01	1,838.08	126.49	1,006.87	18,250.73	18,567.76	317.03	.....	1918-19
1,940.24	999.64	53.23	.....	8,645.04	9,795.09	1,150.05	.....	.....
1,506.07	692.66	76.87	386.35	9,329.54	8,399.63	.....	929.91	1919-20
1,311.43	675.58	36.05	518.81	6,166.00	6,753.21	587.21	.....	1920-21
597.61	321.66	5.36	.....	1,852.95	1,950.05	97.10	.....	.....
447.74	241.69	5.19	214.72	1,880.00	1,752.30	.....	127.70	1916-17
220.05	116.77	2.15	.....	736.66	749.83	13.17	.....	.....
1,452.68	761.38	45.47	574.68	7,636.38	7,239.71	.....	396.67	1920-21
12,772.57	6,032.06	561.99	3,935.44	72,492.08	63,471.04	.....	9,021.04	1917-18
1,489.07	818.17	664.46	263.23	49,234.54	42,657.95	.....	6,576.59	1916-17
331.35	182.06	35.01	.....	3,403.61	5,101.42	1,697.81	.....	.....
1,664.77	879.79	48.79	563.44	8,811.78	8,887.28	75.50	.....	1919-20
1,308.03	674.49	22.93	.....	4,884.38	4,842.85	.....	41.53	.....
423.60	227.66	7.11	.....	1,610.43	1,787.47	177.04	.....	.....
1,772.27	928.16	36.55	.....	6,942.13	8,725.74	1,783.61	.....	.....
2,167.70	1,113.52	129.09	596.71	14,796.73	13,889.27	.....	907.46	1917-18
1,450.11	788.09	10.42	.....	3,645.14	4,070.34	425.20	.....	.....
4,106.81	2,038.21	113.23	.....	18,134.81	21,312.61	3,177.80	.....	.....
419.17	227.07	5.40	497.60	2,438.37	1,828.10	.....	610.27	1917-18
537.55	263.50	22.04	138.02	3,204.06	3,038.85	.....	165.21	1919-20
1,842.70	975.62	37.61	677.74	8,108.11	9,837.41	1,729.30	.....	1919-20
4,956.71	2,497.21	298.38	1,960.89	34,925.23	33,554.12	.....	1,371.11	1920-21
408.34	222.50	3.09	177.71	1,531.30	1,437.58	.....	93.72	1917-18
19.11	10.50	3.82	.....	378.23	365.63	.....	12.60	.....
1,859.81	950.80	36.88	730.62	7,877.21	8,699.34	822.13	.....	1916-17
683.94	368.67	10.61	219.24	2,943.83	2,866.37	.....	77.46	1918-19
659.44	350.70	11.88	.....	2,591.83	3,482.09	890.26	.....	.....
747.52	402.19	14.20	215.34	2,955.42	2,956.11	.69	.....	1916-17
495.47	260.05	14.39	.....	2,612.02	2,501.78	.....	110.24	.....
4,856.14	2,358.34	174.96	1,921.11	27,606.85	28,555.43	948.58	.....	1920-21
9,288.18	4,660.91	451.60	3,674.44	60,855.24	59,016.11	.....	1,839.13	1920-21
21,149.05	10,560.24	549.92	.....	86,843.68	101,739.50	14,895.82	.....	.....

NIAGARA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of Such Cost, upon ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Cost of Power to Commission	Share of Operating Maintenance and Administrative Expenses
	To Dec. 31, 1920	To Oct. 31, 1921				
Scarboro Twp.	$25.00	$28.00	$ 16,898.03	169.2	$ 4,722.13	$ 484.69
Seaforth	36.00	36.00	71,053.82	386.4	4,713.99	3,051.55
Simcoe	28.00	28.00	27,574.72	233.4	2,847.43	2,005.20
S. Dorchester Twp.	.....	.....	2,678.77	8.4	102.47	154.17
Springfield	65.00	65.00	11,671.74	36.6	446.51	728.70
Stamford Twp.	15.00	16.00	9,952.60	438.6	5,350.83	753.60
Stratford	25.00	27.00	216,903.82	2,216.1	27,355.93	12,459.34
Strathroy	40.00	37.00	75,984.12	394.7	4,815.25	2,561.45
Streetsville	.....	.....	34,236.33	194.2	2,383.80	1,673.65
Tavistock	35.00	35.00	47,244.61	270.3	3,337.60	2,276.32
Thamesford	55.00	50.00	21,701.94	93.3	1,138.24	1,608.22
Thamesville	60.00	55.00	17,014.81	74.4	907.66	1,185.32
Thorndale	60.00	60.00	16,213.57	51.3	625.85	1,720.05
Tilbury	50.00	50.00	28,958.98	148.0	1,805.56	1,616.32
Tillsenburg	30.00	30.00	60,171.31	410.5	5,008.01	3,995.58
Toronto	17.00	17.00	3,133,373.63	58,136.3	712,250.31	94,672.38
Toronto Twp.	25.00	25.00	23,907.68	246.6	3,008.46	1,642.57
Walkerville	36.00	35.00	530,582.76	3,472.8	44,367.40	19,419.06
Wallaceburg	38.00	35.00	122,499.52	734.2	9,007.08	5,140.37
Wardsville	.....	82.20	3,803.79	2.7	32.93	80.61
Waterdown	26.00	31.00	16,719.79	123.7	1,509.11	893.73
Waterford	33.00	33.00	16,897.88	123.5	1,506.68	1,283.93
Waterloo	20.00	21.00	91,405.67	1,296.0	15,810.91	4,679.31
Watford	85.00	85.00	39,341.00	71.1	867.41	1,912.09
Welland	14.00	16.00	77,925.30	1,736.0	21,178.82	2,647.11
Wellesley	39.00	39.00	28,210.30	119.4	1,456.66	1,246.32
Weston	23.00	23.00	86,364.31	907.0	11,065.20	4,097.89
West Lorne	55.00	50.00	27,258.83	152.4	1,859.24	1,687.19
Windsor	36.00	35.00	752,230.69	4,957.5	61,640.42	26,881.32
Woodbridge	31.00	31.00	26,536.95	168.1	2,050.78	1,250.17
Woodstock	20.00	21.00	107,885.17	1,713.1	21,199.44	8,391.03
Wyoming	60.00	60.00	13,266.58	42.2	514.83	670.17
Zurich	60.00	60.00	28,617.59	58.0	707.59	1,337.69
Totals —Municipalities	.....	.....	12,408,120 70	158,149.3	1,949,985.24	562,539.22
Totals—Companies	.....	.....	2,363,873.47	43,371.6	461,980.06	93,539.39
Non-Operating Capital	.....	.....	2,552,262.01	.....	.....	.....
Grand Totals	.....	.....	17,324,256 18	201,520.9	2,411,965 30	656,078.61

* Note :—Charged Contingency to Reserve.

SYSTEM—Continued

Section 23 of the Act—of Power Supplied to it by the Commission—The Amount and the Amount remaining to be Credited or Charged to Each Municipality of Power Supplied to it in the Year Ending 31st October, 1921.

Operating Costs and Fixed Charges.				Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited or charged to each Municipality upon ascertainment of the actual Cost of Power by Annual Adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the Year 1920-21
Interest	Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ 766.87	$ 421.36	$.....	$.....	$ 6,395.05	$ 5,583.14	..$.....	$ 811.91	.....
3,222.02	1,677.68	74.26	1,274.65	14,014.15	13,912.14	.....	102.01	1920-21
1,252.20	661.08	44.85	284.71	7,095.47	6,534.66	.....	560.81	1916-17
121.82	65.77	1.61	.....	445.84	445.84	.....	.....	.....
530.68	286.55	7.03	.....	1,999.47	1,583.83	.....	415.64	.....
374.67	205.86	84.29	.....	6,769.25	7,088.47	319.22	.....	1920-21
9,806.35	4,856.67	425.89	3,879.44	58,783.62	59,431.07	647.45	.....	1920-21
3,452.44	1,833.92	75.85	1,304.68	14,043.59	14,370.71	327.12	.....	1917-18
1,556.42	801.24	37.32	591 44	7,043.87	8,836.91	1,793.04	.....	1920-21
2,141.97	1,112.09	51.95	.....	8,919.93	9,501.12	581.19	.....	.....
986.29	527.03	17.93	345.09	4,622.80	4,641.86	19.06	.....	1917-18
772.91	397.13	14.30	369.27	3,646.59	3,976.89	330.30	.....	1916-17
757.09	396.80	9.86	505.53	3,995.18	3,076.85	.....	918.35	1917-18
1,309.10	664.46	28.44	513.89	5,937.77	7,343.48	1,405.71	.....	1916-17
2,733.55	1,445.48	78.89	1,081.40	14,342.91	12,314.46	.....	2,028.45	1920-21
143,531.68	59,113.79	11,172.52	47,506.68	1,068,247.36	991,317.46	.....	76,929.90	1920-21
1,090.54	530.70	47.39	292.87	6,612.53	6,163.74	.....	448.79	1918-19
24,053.92	11,095.02	667.40	10,665.07	110,267.87	124,370.45	14,102.58	.....	1917-18
5,561.63	2,783.83	141.10	1,727.78	24,361.79	26,264.57	1,902.78	.....	1916-17
90.54	48.74	.52	.....	253.34	218.51	.....	34.83	.....
757.91	408.77	23.77	299.83	3,893.12	3,737.35	.....	155.77	1920-21
767.57	407.49	23.73	260.46	4,249.86	4,074.06	.....	175.80	1916-17
3,888.35	1,925.68	249.06	1,538.25	28,091.56	27,320.89	.....	770.67	1920.21
1,788.84	956.54	13.66	.....	5,538.54	5,706.31	167.77	.....	.....
3,532.99	1,941.20	333.62	.....	29,633.74	27,102.90	.....	2,530.84	.....
12,61.08	673.48	22.95	.....	4,660.49	4,655.40	.....	5.09	.....
3,939.56	1,912.69	174.31	1,445.04	22,634.69	20,861.17	.....	1,773.52	1920-21
1,229.22	646.70	29.29	.....	5,451.64	7,635.94	2,184.30	.....	.....
34,101.45	15,708.69	952.73	8,225.68	147,510.29	176,793.20	29,282.91	.....	1917-18
1,209.29	617.76	32.51	343.49	5,503.80	5,210.01	.....	293.79	1917-18
4,890.93	2,451.76	329.22	1,934.87	39,197.25	36,001.23	.....	3,196.02	1920-21
602.93	315.65	8.11	.....	2,111.69	2,530.50	418.81	.....	.....
1,301.40	705.80	11.15	.....	4,063.63	3,480.87	.....	582.76	.....
561,328.49	268,880.65	30,337.08	168,957.93	3,542,028.61	3,465,999.68	109,881.52	185,910.45	
106,990.68	53,581.61	7,162.92	43,279.90	766,534.56	750,465.74	.....	16,068.82*	
.....	.....	.....	.....	.....	.....	.....	.....	.....
668,319.17	322,462.26	37,500.00	212,237.83	4,308,563.17	4,216,465.42	.....	.....	

NIAGARA SYSTEM

Reserve for Contingencies Account, 31st October, 1921

Balance brought forward, 31st October, 1920		$38,514.55
Added during the year ending 31st October, 1921 :		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$30,337.08	
Provision against equipment employed in respect of contracts with Sundry Customers	7,162.92	
Interest at 4% per annum on monthly balances at the credit of the account	1,540.58	
		39,040.58
		$77,555.13
Deduct :		
Expenditures to cover contingencies met with during the year ending 31st October, 1921	30,917.57	
Net loss for year on power sold to Sundry Power Customers	16,068.82	
Net loss from contracts with Sundry Power Customers to 31st October, 1920, not previously applied to Reserve for Contingencies	5,545.05	
		52,531.44
Balance carried forward, 31st October, 1921		$25,023.69

NIAGARA SYSTEM

Reserve for Renewals Account, 31st October, 1921

Total provision for Renewals to 31st October, 1920		$1,993,802.41
Deduct :		
Expenditures to 31st October, 1920		156,539.54
Balance brought forward, 31st October, 1920		1,837,262.87
Added during the year ending 31st October, 1921:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$268,880.65	
Provision against equipment employed in respect of contracts with Sundry Companies	53,581.61	
Interest at 4% per annum on the monthly balances to the credit of the account	73,529.66	
		395,991.92
		$2,233,254.79
Expenditures during the year ending 31st October, 1921		10,888.89
Balance carried forward, 31st October, 1921		$2,222,365.90

NIAGARA

Statement Showing the Total Sinking Fund Requirements to be Met by Each Municipality in the Commission under Section 23 of the Act.—Sinking Fund Payments made during the Total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund Requirements Chargeable to the Municipality under the Act		Sinking Fund Requirements the Payment of which has been deferred	
	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount
Acton	5 yrs. ending 31 Oct. 1921	$ 2,252.03	1 yr. ending 31 Oct. 1921	$ 534.88
Ailsa Craig	5 " " " 1921	2,548.73	4 " " " 1921	2,226.20
Aylmer	4 " " " 1921	3,346.79	4 " " " 1921	3,346.79
Ayr	5 " " " 1921	1,214.56	3 " " " 1921	764.35
Baden	5 " " " 1921	2,427.23	1 " " " 1921	441.97
Beachville	5 " " " 1921	2,502.40	1 " " " 1921	555.32
Blenheim	5 " " 1921	3,375.16	4 " " " 1921	2,697.32
Bolton	5 " " " 1921	3,491.66	4 " " " 1921	2,780.20
Bothwell	5 " " " 1921	3,509.12	4 " " " 1921	2,880.26
Brampton	5 " " " 1921	5,823.91	.....	.....
Brantford	5 " " " 1921	17,841.46	3 yrs. ending 31 Oct. 1921	12,278.57
Brigden	4 " " " 1921	2,132.14	4 " " "	2,132.14
Burford	5 " " " 1921	1,413.24	4 " " " 1921	1,129.42
Burgessville	5 " " " 1921	536.62	5 " " " 1921	536.62
Caledonia	5 " " " 1921	575.18	1 " " " 1921	132.37
Chatham	5 " " " 1921	18,851.78	4 " " " 1921	15,829.62
Chippawa	3 " " " 1921	38.04	3 " " " 1921	38.04
Clinton	5 " " " 1921	3,485.97	3 " " " 1921	2,296.52
Comber	5 " " " 1921	2,077.82	4 " " " 1921	1,709.81
Dashwood	5 " " " 1921	1,723.36	5 " " " 1921	1,723.36
Delaware	5 " " " 1921	377.23	4 " " " 1921	304.11
Dereham Twp.	3 " " " 1921	395.40	3 " " " 1921	395.40
Dorchester	5 " " " 1921	410.96	3 " " " 1921	262.41
Drayton	4 " " " 1921	1,870.78	4 " " " 1921	1,870.78
Dresden	5 " " " 1921	2,489.64	4 " " " 1921	2,122.89
Drumbo	5 " " " 1921	467.43	3 " " " 1921	234.88
Dublin	5 " " " 1921	671.50	5 " " " 1921	671.50
Dundas	5 " " " 1921	4,608.92	.....	.....
Dunnville	4 " " " 1921	5,113.48	4 yrs. ending 31 Oct. 1921	5,113.48
Dutton	5 " " " 1921	1,679.16	4 " " " 1921	1,391.27
Elmira	5 " " " 1921	3,275.87	2 " " " 1921	1,467.78
Elora	5 " " " 1921	3,422.25	3 " " " 1921	2,112.83
Embro	5 " " " 1921	1,624.86	3 " " " 1921	976.44
Etobicoke Twp.	5 " " " 1921	1,390.18	5 " " " 1921	1,390.18
Exeter	5 " " " 1921	5,688.37	5 " " " 1921	5,688.37
Fergus	5 " " " 1921	2,816.68	3 " " " 1921	1,765.44
Forest	5 " " " 1921	4,085.35	5 " " " 1921	4,085.35
Galt	5 " " " 1921	17,794.65	.....	.....
Georgetown	5 " " " 1921	7,266.94	2 yrs. ending 31 Oct. 1921	3,256.69
Glencoe	2 " " " 1921	803.61	2 " " " 1921	803.61
Goderich	5 " " " 1921	11,833.95	3 " " " 1921	7,800.43
Granton	5 " " " 1921	1,145.49	5 " " " 1921	1,145.49
Guelph	5 " " " 1921	16,436.62	.....	.....
Hagersville	5 " " " 1921	3,232.89	2 yrs. ending 31 Oct. 1921	1,559.70
Hamilton	5 " " " 1921	47,858.70	.....	.....
Harriston	5 " " " 1921	4,316.87	5 yrs. ending 31 Oct. 1921	4,316.87
Hensall	5 " " " 1921	2,713.65	5 " " " 1921	2,713.65
Hespeler	5 " " " 1921	2,817.84	.....	.....
Highgate	5 " " " 1921	1,580.09	5 yrs. ending 31 Oct. 1921	1,580.09
Ingersoll	5 " " " 1921	7,382.60	.....	.....

SYSTEM

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon, to 31st October, 1921

Sinking Fund Requirements Paid (or Charged) as part of the Cost of Power		Interest at 4% per Annum allowed on Sinking Fund Requirements which have been paid	Total Sinking Fund Payments and Accumulated Interest to the credit of the Municipality on 31st October, 1921
(a) For Period of	(b) Amount		
4 years ending 31 Oct., 1920	$ 1,717.15	$104.89	$1,822.04
1 year ending 31 Oct., 1917	322.53		322.53
2 " " " 1918	450.21	8.09	458.30
4 " " " 1920	1,985.26	163.12	2,148.38
4 " " " 1920	1,947.08	110.21	2,057.29
1 " " " 1917	677.84		677.84
1 " " " 1917	711.46		711.46
1 " " " 1917	628.86		628.86
5 " " " 1921	5,823.91	464.87	6,288.78
2 " " " 1918	5,562.89	111.26	5,674.15
1 " " " 1917	283.82		283.82
4 years ending 31 Oct., 1920	442.81	26.86	469.67
1 " " " 1917	3,022.16		3,022.16
2 years ending 31 Oct., 1918	1,189.45	24.30	1,213.75
1 " " " 1917	368.01		368.01
1 year ending 31 Oct., 1917	73.12		73.12
2 years ending 31 Oct., 1918	148.55	2.69	151.24
1 year ending 31 Oct., 1917	366.75		366.75
2 years ending 31 Oct., 1918	232.55	4.90	237.45
5 years ending 31 Oct., 1921	4,608.92	403.11	5,012.03
1 year ending 31 Oct., 1917	287.89		287.89
3 " " " 1919	1,808.09	72.60	1,880.69
2 " " " 1918	1,309.42	24.02	1,333.44
2 " " " 1918	648.42	13.96	662.38
2 years ending 31 Oct., 1918	1,051.24	21.61	1,072.85
5 years ending 31 Oct., 1921	17,794.65	1,422.67	19,217.32
3 " " " 1919	4,010.25	157.55	4,167.80
2 years ending 31 Oct., 1918	4,033.52	75.80	4,109.32
5 years ending 31 Oct., 1921	16,436.62	1,295.00	17,731.62
3 " " " 1919	1,673.19	61.98	1,735.17
5 " " " 1921	47,858.70	3,422.22	51,280.92
5 years ending 31 Oct., 1921	2,817.84	227.49	3,045.33
5 " " " 1921	7,382.60	596.23	7,978.83

NIAGARA

Statement Showing the Total Sinking Fund Requirements to be Met by Each Municipality under the Commission under Section 23 of the Act.—Sinking Fund Payments made during the Year and the Total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund Requirements Chargeable to the Municipality under the Act		Sinking Fund Requirements the Payment of which has been deferred	
	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount
Kitchener	5 yrs. ending 31 Oct. 1921	$31,112.49	.....	$.....
Lambeth	5 " " " 1921	781.81	4 yrs. ending 31 Oct. 1921	626.31
Listowel	5 " " " 1921	5,934.69	5 " " " 1921	5,934.69
London	5 " " " 1921	62.845.21	.....	.....
London Ry.Com.	5 " " " 1921	12,998.63	3 yrs. ending 31 Oct. 1921	7,699.68
Lucan	5 " " " 1921	2390.89	4 " " " 1921	1957.71
Lynden	5 " " " 1921	2,226,16	4 " " " 1921	1,777.19
Markham ∫	2 " " " 1921	559.51	2 " " " 1921	559.51
Milton	5 " " " 1921	5,620.76	2 " " " 1921	2,756.02
Milverton	5 " " " 1921	3,722.89	5 " " " 1921	3,722.89
Mimico	5 " " " 1921	1,781.56	1 " " " 1921	531.99
Mitchell	5 " " " 1921	2,609.66	.....	.....
Moorefield	4 " " " 1921	932.17	4 yrs. ending 31 Oct. 1921	932.17
Mount Brydges	5 " " " 1921	1,034.72	4 " " " 1921	820.00
New Hamburg	5 " " " 1921	2,780.13	.....	.....
Newbury	1 yr. ending 31 Oct. 1921	87.05	1 yr. ending 31 Oct. 1921	87.05
New Toronto	5 " " " 1921	19,693.11	3 " " " 1921	14,579.92
Niagara Falls	5 " " " 1921	2,191.36	4 " " " 1921	1,928.13
Niagara-on-Lake	3 " " " 1921	337.43	3 " " " 1921	337.43
Norwich	5 " " " 1921	2,809.78	1 " " " 1921	658.59
Oil Springs	4 " " " 1921	1,810.31	4 " " " 1921	1,810.31
Otterville	5 " " " 1921	640.44	5 " " " 1921	640.44
Palmerston	5 " " " 1921	2,878.52	5 " " " 1921	2,878.52
Paris	5 " " " 1921	3,483.14	3 " " " 1921	2,462.29
Parkhill	2 " " " 1921	851.85	2 " " " 1921	851.85
Petrolia	5 " " " 1921	7,657.20	5 " " " 1921	7,657.20
Plattsville	5 " " " 1921	2,000.82	3 " " " 1921	1,041.37
Port Credit	5 " " " 1921	630.18	1 " " " 1921	198.31
Port Stanley	5 " " " 1921	3,291.90	1 " " " 1921	728.98
Preston	5 " " " 1921	8,141.51	.....	.....
Princeton	5 " " " 1921	812.41	3 yrs. ending 31 Oct.1921	447.74
Queenston	1 " " " 1921	7.56	1 " " " 1921	7.56
Ridgetown	5 " " " 1921	3,551.47	4 " " " 1921	2,820.85
Rockwood	5 " " " 1921	1,100.06	2 " " " 1921	495.22
Rodney	5 " " " 1921	1,367.86	5 " " " 1921	1,367.86
St. George	5 " " " 1921	1,329.24	4 " " " 1921	1,113.90
St. Jacobs	5 " " " 1921	879.77	5 " " " 1921	879.77
St. Mary's	5 " " " 1921	6,962.84	.....	.....
St. Thomas	5 " " " 1921	18,689.43	.....	.....
Sarnia	5 " " " 1921	36,237.65	5 " " " 1921	36,237.65
Scarboro Twp.	2 " " " 1921	481.66	2 yrs. ending 31 Oct. 1921	481.66
Seaforth	5 " " " 1921	7,303.22	.....	.....
Simcoe	5 " " " 1921	1,830.74	4 yrs. ending 31 Oct. 1921	1,546.03
S.Dorchester Tp.	1 " " " 1921	48.19	1 " " " 1921	48.19
Springfield	5 " " " 1921	841.37	5 " " " 1921	841.37

SYSTEM—Continued

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon, to 31st October, 1921

Sinking Fund Requirements Paid (or Charged) as part of the Cost of Power		Interest at 4% per Annum allowed on Sinking Fund Requirements which have been paid	Total Sinking Fund Payments and Accumulated Interest to the credit of the Municipality on 31st October, 1921
(a) For Period of	(b) Amount		
5 years ending 31 Oct. 1921	$31,112.49	$2,347.59	$33,460.08
1 " " " 1917	155.50		155.50
5 years ending 31 Oct., 1921	62,845.21	4,929.12	67,774.33
2 " " " 1918	5,298.95	101.88	5,400.83
1 " " " 1917	433.18		433.18
1 " " " 1917	448.97		448.97
3 years ending 31 Oct., 1919	2,864.74	113.58	2,978.32
4 years ending 31 Oct., 1920	1,249.57	70.54	1,320.11
5 " " " 1921	2,609.66	215.80	2,825.46
1 yr. ending 31 Oct., 1917	214.72		214.72
5 " " " 1921	2,780.13	224.29	3,004.42
2 years ending 31 Oct., 1918	5,113.19	47.11	5,160.30
1 " " " 1917	263.23		263.23
4 years ending 31 Oct., 1920	2,151.19	135.00	2,286.19
2 years ending 31 Oct., 1918	1,020.85	16.97	1,037.82
2 years ending 31 Oct., 1918	959.45	18.47	977.92
4 " " " 1920	431.87	24.04	455.91
4 " " " 1920	2,562.92	155.64	2,718.56
5 " " " 1921	8.141.51	594.38	8,735.89
2 years ending 31 Oct., 1918	364.67	7.48	372.15
1 year ending 31 Oct., 1917	730.62		730.62
3 " " " 1919	604.84	22.43	627.27
1 year ending 31 Oct., 1917	215.34		215.34
5 years ending 31 Oct., 1921	6,962.84	495.76	7,458.60
5 " " " 1921	18,689.43	1,541.81	20,231.24
5 years ending 31 Oct., 1921	7,303.22	667.94	7,971.16
1 " " " 1917	284.71		284.71

NIAGARA

Statement Showing the Total Sinking Fund Requirements to be Met by Each Muni the Commission under Section 23 of the Act.—Sinking Fund Payments made the Total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund Requirements Chargeable to the Municipality under the Act		Sinking Fund Requirements the Payment of which has been deferred	
	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount
Stamford Twp...	5 " " " 1921	$626.22	5 yrs. ending 31 Oct. 1921	$626.22
Stratford.....	5 " " " 1921	16,607.15	.....	.....
Strathroy.....	5 " " " 1921	6,440.60	3 yrs, ending 31 Oct. 1921	3,946.32
Streetsville.....	2 " " " 1921	1,179.49	.....	.....
Tavistock.....	5 " " " 1921	3,844.15	5 yrs ending 31 Oct. 1921	3,844.15
Thamesford....	5 " " " 1921	1,753.67	3 " " " 1921	1,142.24
Thamesville....	5 " " " 1921	1,539.59	4 " " " 1921	1,170.32
Thorndale.....	5 " " " 1921	1,990.39	3 " " " 1921	960.55
Tilbury.....	5 " " " 1921	2,421.86	4 " " " 1921	1,907.97
Tillsonburg.....	5 " " " 1921	6,650.50	.....	.....
Toronto.....	5 " " " 1921	225,570.18	.....	.....
Toronto Twp....	5 " " " 1921	1,363.53	2 yrs. ending 31 Oct. 1921	688.88
Walkerville.....	5 " " " 1921	52,881.51	3 " " " 1921	28,429.25
Wallaceburg....	5 " " " 1921	10,877.31	4 " " " 1921	9,149.53
Wardsville.....	1 " " " 1921	35,82	1 " " " 1921	35.82
Waterdown.....	5 " " " 1921	1,305.45	.....	.....
Waterford.....	5 " " " 1921	1,616.65	4 yrs. ending 31 Oct. 1921	1,356.19
Waterloo.....	5 " " " 1921	6,734.98	.....	.....
Watford.....	5 " " " 1921	3,050.04	5 yrs ending 31 Oct. 1921	3,050.04
Welland.....	5 " " " 1921	9,539.48	5 " " " 1921	9,539.48
Wellesley.....	5 " " " 1921	2,460.38	5 " " " 1921	2,460.38
Weston.....	5 " " " 1921	6,375.54	.....	.....
West Lorne.....	5 " " " 1921	1,319.63	5 years ending 31 Oct. 1921	1,319.63
Windsor.....	5 " " " 1921	50,810.64	3 " " " 1921	32,099 82
Woodbridge....	5 " " " 1921	1,932.30	3 " " " 1921	1,286.49
Woodstock.....	5 " " " 1921	8,166.29	.....	.....
Wyoming.....	5 " " " 1921	1,258.29	5 " " " 1921	1,258.29
Zurich.....	5 " " " 1921	2,300.99	5 yrs. ending 31 Oct. 1921	2,300.99
Totals—Municipalities.....		$950,671.14		$323,102.31
Totals—Companies (from commencement of operations,).....		254.380.91		.....
GRAND TOTALS.....		$1,205,052.05		$323,102.31

SYSTEM—Continued

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon, to 31st October, 1921

Sinking Fund Requirements Paid (or Charged) as part of the Cost of Power		Interest at 4% per Annum allowed on Sinking Fund Requirements which have been paid	Total Sinking Fund Payments and Accumulated Interest to the credit of the Municipality on 31st October, 1921
(a) For Period of	(b) Amount		
	$	$	$
5 years ending 31 Oct., 1921	16,607.15	1,315.97	17,923.12
2 " " " 1918	2,494.28	47.58	2,541.86
2 " " " 1921	1,179.49	23.52	1,203.01
2 years ending 31 Oct., 1918	611.43	10.65	622.08
1 " " " 1917	369.27		369.27
2 " " " 1918	1,029.84	20.97	1.050.81
1 " " " 1917	513.89		513.89
5 " " " 1921	6,650.50	543.19	7.193.69
5 " " " 1921	225,570.18	17,709.77	243,279.95
3 " " " 1919	674.65	22.04	696.69
2 " " " 1918	24,452.26	551.49	25,003.75
1 " " " 1917	1,727.78		1,727.78
5 years ending 31 Oct., 1921	1,305.45	100.68	1,406.13
1 " " " 1917	260.46		260.46
5 " " " 1921	6,734.98	521.13	7,256.11
5 years ending 31 Oct., 1921	6,375.54	482.79	6,858.33
2 years ending 31 Oct., 1918	18,710.82	419.41	19,130.23
2 " " " 1918	645.81	12.09	657.90
5 years ending 31 Oct., 1921	8,166.29	630.19	8,796.48
	$627,568.83	$42,956.73	$670,525.56
(from commencement of operations.)	254,380.91	32,811.42	287,192.33
	$881,949.74	$75,768.15	$957,717.89

NIAGARA

Statement Showing the Net Credit or Charge to each Municipality in respect of thereon, Adjustments Made and Interest added during the Year ; also the Net in the Year Ending 31st October, 1921, and the Accumulated Amount

Municipality	Date Commenced Operating	Net Credit or Charge at 31st October, 1920	
		Credit	Charge
Acton	Jan., 1913	$3,109.14	$.....
Ailsa Craig	Jan., 1916	2,532.87	.....
Aylmer	Mar., 1918	.....	1,017.18
Ayr	Jan., 1915	.....	1,132.89
Baden	May, 1912	2,645.26	.....
Beachville	Aug., 1912	4,523.02	.....
Blenheim	Nov., 1915	.....	1,984.30
Bolton	Feb., 1915	.....	3,670.83
Bothwell	Sept., 1915	.....	1,492.87
Brampton	Nov., 1911	17,670.17	.....
Brantford	Feb., 1914	4,311.51	.....
Brigden	Jan., 1918	.....	1,005.43
Burford	June, 1915	.....	3,188.42
Burgessville	Nov., 1916	733.67	.....
Caledonia	Oct., 1912	411.99	.....
Chatham	Feb., 1915	10,710.78	.....
Chippawa	Sept., 1919	690.76	.....
Clinton	Mar., 1914	.....	376.92
Comber	May, 1915	.....	3,937.68
Dashwood	Sept., 1917	418.34	.....
Delaware	Mar., 1915	.....	260.83
Dereham Township	Sept., 1919	.....	315.61
Dorchester	Dec., 1914	865.20	.....
Drayton	Mar., 1918	.....	129.89
Dresden	April, 1915	732.50	.....
Drumbo	Dec., 1914	.....	659.12
Dublin	Oct., 1917	.....	443.05
Dundas	Jan., 1911	.....	3,691.73
Dunnville	June, 1918	.....	6,932.61
Dutton	Sept., 1915	477.82	.....
Elmira	Nov., 1913	1,301.24	.....
Elora	Nov., 1914	972.71	.....
Embro	Jan., 1915	.....	3,205.34
Etobicoke Township	Aug., 1917	3,884.53	.....
Exeter	June, 1916	382.42	.....
Fergus	Nov., 1914	.....	1,655.10
Forest	Mar., 1917	625.23	.....
Galt	May, 1911	27,552.72	.....
Georgetown	Sept., 1913	3,531.99	.....
Glencoe	Aug., 1920	200.32	.....
Goderich	Feb., 1914	.....	8,467.28
Granton	July, 1916	.....	139.23
Guelph	Dec., 1910	24,434.33	.....
Hagersville	Sept., 1913	517.51	.....
Hamilton	Feb., 1911	.....	24,412.85

SYSTEM

Power Supplied to it to 31st October, 1920, the Cash Receipts and Payments Amount Credited or Charged to Each Municipality in respect of Power Supplied Standing as a Credit or Charge to each Municipality at 31st October, 1921

Cash Receipts and Payments on Account of such Credits and Charges made during the Year		Interest at 4% per annum added during Year		Net Amount Credited or Charged in respect of Power Supplied in the Year Ending 31st October, 1921		Accumulated Amount standing as a Credit or Charge on 31st October, 1921	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$.....	$ 2,040.00	$ 110.77	$.....	$.....	$ 585.90	$ 594.01	$.....
.....	2,620.66	94.73	.....	616.55	.....	623.49	.....
1,017.18	.....	.....	.....	.....	136.72	.....	136.72
1,132.89	.....	.....	.....	362.21	.....	362.21	.....
.....	.....	105.81	.....	67.73	.....	2,818.80	.....
.....	4,660.32	138.93	.....	.....	887.40	.....	885.77
1,984.30	.....	.....	.....	513.20	.....	513.20	.....
.....	.....	.....	146.83	1,206.02	.....	.....	2,611.64
492.87	.....	.....	51.74	1,433.39	.....	381.65	.....
.....	18,206.57	536.40	.....	.....	1,754.81	.....	1,754.81
.....	.....	172.46	.....	.....	4,804.34	.....	320.37
.....	.....	.....	40.22	.....	212.00	.....	1,257.65
1,000.00	.....	.....	104.20	.....	292.01	.....	2,584.63
.....	.....	29.35	.....	22.98	.....	786.00	.....
.....	411.99	15.31	.....	.....	51.19	.....	35.88
.....	10,710.78	214.21	.....	4,805.87	.....	5,020.08	.....
.....	690.76	25.98	.....	795.21	.....	821.19	.....
376.92	.....	.....	.....	231.20	.....	231.20	.....
.....	.....	.....	157.51	1,040.17	.....	.....	3,055.02
.....	.....	16.73	.....	.....	551.66	.....	116.59
.....	.....	.....	10.43	198.44	.....	.....	72.82
.....	.....	.....	12.62	.....	1,083.82	.....	1,412.05
.....	.....	34.61	.....	74.00	.....	973.81	.....
129.89	.....	.....	.....	122.02	.....	122.02	.....
25.45	.....	29.89	.....	862.16	.....	1,650.00	.....
659.12	.....	.....	.....	235.10	.....	235.10	.....
346.87	.....	.....	15.61	.....	520.03	.....	631.82
3,691.73	.....	.....	.....	.....	1,497.78	.....	1,497.78
.....	.....	.....	277.30	.....	526.35	.....	7736.26
.....	477.82	11.15	.....	20.14	.....	31.29	.....
.....	1,301.24	36.40	.....	1,704.52	.....	1,740.92	.....
.....	.....	38.91	.....	.....	2.34	1,009.28	.....
152.69	.....	.....	124.65	255.12	.....	.....	2,922.18
.....	.....	155.38	.....	1,450.28	.....	5,490.19	.....
.....	382.42	15.30	.....	.....	1,136.25	.....	1,120.95
21.30	.....	.....	65.70	591.75	.....	.....	1,107.75
.....	625.23	20.84	.....	426.17	.....	447.01	.....
.....	27,552.72	955.89	.....	.....	1,664.93	.....	709.04
.....	.....	141.28	.....	.....	2,312.00	1,361.27	.....
.....	200.32	4.01	.....	485.51	.....	489.52	.....
286.69	.....	.....	331.40	.....	1,060.44	.....	9,572.43
139.23	.....	.....	.....	291.92	.....	291.92	.....
.....	5,079.72	919.90	.....	.....	4,093.91	16,180.60	.....
.....	.....	20.70	.....	1,408.73	.....	1,946.94	.....
24,412.85	.....	.....	.....	.....	24,449.94	.....	24,449.94

NIAGARA

Statement Showing the Net Credit or Charge to each Municipality in respect of thereon, Adjustments Made and Interest added during the Year ; also the Net in the Year Ending 31st October, 1921, and the Accumulated Amount

Municipality	Date Commenced Operating	Net Credit or Charge at 31st October, 1920	
		Credit	Charge
Harriston			
Hensall	July. 1916	$.....	$3,448.69
Hespeler	Jan., 1917	.....	498.76
Highgate	Feb., 1911	4,977.75	.....
Ingersoll	Dec., 1916	.....	27.76
	May, 1911	11,717.15	.....
Kitchener			
Lambeth	Jan., 1911	25,036.30	.....
Listowel	April, 1915	.....	465.53
London	June, 1916	1,223.38	.....
London Railway Commission	Jan., 1911	100,090.57	.....
	Aug., 1914	.....	1,802.05
Lucan			
Lynden	Feb., 1915	4,482.83	.....
Markham	Nov., 1915	.....	1,488.62
Milton	April, 1920	.... 191.47	.....
Milverton	April, 1913	2,047.71	.....
	June 1916	1,770.27	.....
Mimico	May, 1912	3,762.43	.....
Mitchell	Sept., 1911	2,185.59	.....
Moorefield	Mar., 1918	103.33	.....
Mount Brydges	Mar., 1915	43.53	.....
New Hamburg	Mar., 1911	.....	982.78
Newbury	Mar., 1921	.....	.....
New Toronto	Feb., 1914	26,925.97	....
Niagara Falls	Dec., 1915	5,079.29	.....
Niagara-on-the-Lake	Aug., 1919	438.26	.....
Norwich	May, 1912	2,868.45	.....
Oil Springs	Feb., 1918	.....	251.64
Otterville	Feb., 1916	341.57	.....
Palmerston	July, 1916	.....	659.32
Paris	Feb., 1914	2,542.11	.....
Parkhill	May, 1920	53.53	.....
Petrolia	May, 1916	.....	130.45
Plattsville	Dec., 1914	.....	1,416.85
Port Credit	Aug., 1912	1,793.16	.....
Port Stanley	April, 1912	1,318.88	.....
Preston	Jan., 1911	13,115.32	.....
Princeton	Jan. 1915	.....	1,045.51
Queenston	Mar., 1921	.....	.....
Ridgetown	Dec., 1915	1,037.50	.....
Rockwood	Sept., 1913	.....	1,450.20
Rodney	Feb., 1917	1,343.07	.....
St. George	Sept., 1915	183.44	.....
St. Jacobs	Sept., 1917	220.30	.....
St. Mary's	May, 1911	.....	426.67
St. Thomas	April, 1911	25,788.42	.....
Sarnia	Dec., 1916	23,148.99	.....

SYSTEM—Continued

Power Supplied to it to 31st October, 1920, the Cash Receipts and Payments Amount Credited or Charged to Each Municipality in respect of Power Supplied Standing as a Credit or Charge to each Municipality at 31st October, 1921

Cash Receipts and Payments on Account of such Credits and Charges made during the Year		Interest at 4% per annum added during the Year		Net Amount Credited or Charged in respect of Power Supplied in the Year Ending 31st October, 1921		Accumulated Amount standing as a Credit or Charge on 31st October, 1921	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$.....	$.....	$.....	$ 137.95	$ 3,014.20	$.....	$.....	$ 572.44
498.76	.....	.....	.....	.....	312.18	.....	312.18
.....	4,735.41	171.24	.....	.....	932.97	.....	519.39
27.76	.....	.....	.....	233.42	.....	233.42	.....
.....	.....	468.69	.....	.....	1,808.58	10,377.26	.....
.....	24,397.24	770.66	.....	.....	6,748.49	.....	5,338.77
.....	.....	.....	18.62	486.84	.....	2.69	.....
.....	1,232.50	20.18	.....	2,320.09	.....	2,331.15	.....
.....	44,284.20	3,967.67	.....	.....	13,253.55	46,520.49	.....
1,802.05	.....	.....	.....	.....	1,215.27	.....	1,215.27
.....	3,045.00	148.85	.....	427.48	.....	2,014.16	.....
1,324.35	.....	.....	37.81	650.50	.....	448.42	.....
.....	191.47	3.83	.....	1,258.06	.....	1,261.89	.....
.....	.....	81.91	.....	317.03	.....	2,446.65	.....
.....	.....	70.81	.....	1,150.05	.....	2,991.13	.....
.....	3,762.43	136.10	.....	.....	929.91	.....	793.81
.....	2,185.55	67.12	.....	587.21	.....	654.37	.....
.....	.....	4.13	.....	97.10	.....	204.56	.....
.....	.....	1.74	.....	.....	127.70	.....	82.43
982.78	.....	.....	.....	.....	396.67	.....	396.67
.....	.....	.....	.....	13.17	.....	13.17	.....
.....	26,925.97	727.21	.....	.....	9,021.04	.....	8,293.83
.....	6,038.40	183.66	.....	.....	6,576.59	.....	7,352.04
.....	438.26	7.77	.....	1,697.81	.....	1,705.58	.....
.....	.....	114.74	.....	75.50	.....	3,058.69	.....
.....	.....	.....	10.06	.....	41.53	.....	303.23
.....	352.93	11.36	.....	177.04	.....	177.04	.....
.....	.....	.....	26.37	1,783.61	.....	1,097.92	.....
.....	2,620.67	78.56	.....	.....	907.46	.....	907.46
.....	.....	2.14	.....	425.20	.....	480.87	.....
130.45	.....	.....	.....	3,177.80	.....	3,177.80	.....
1,200.00	.....	.....	45.89	.....	610.27	.....	873.01
.....	1,856.92	63.76	.....	.....	165.21	.....	165.21
.....	1,318.88	39.57	.....	1,729.30	.....	1,768.87	.....
.....	13,115.32	373.82	.....	.....	1,371.11	.....	997.29
266.88	.....	.....	34.87	.....	93.72	.....	907.22
.....	.....	.....	.....	.....	12.60	.....	12.60
.....	1,037.50	20.75	.....	822.13	.....	842.88	.....
.....	.....	.....	58.01	.....	77.46	.....	1,585.67
.....	.....	53.72	.....	890.26	.....	2,287.05	.....
.....	.....	7.34	.....	.69	.....	191.47	.....
.....	220.30	4.79	.....	.....	110.24	.....	105.45
426.67	.....	.....	.....	948.58	.....	948.58	.....
.....	25,788.42	866.62	.....	.....	1,839.13	.....	972.51
.....	23,148.99	582.67	.....	14,895.82	.....	15,478.49	.....

NIAGARA

Statement Showing the Net Credit or Charge to each Municipality in respect of thereon, Adjustments Made and Interest added during the Year ; also the Net in the Year Ending 31st October, 1921, and the Accumulated Amount

Municipality	Date Commenced Operating	Net Credit or Charge at 31st October, 1920	
		Credit	Charge
Scarboro Township	Aug., 1918	$.....	$ 673.11
Seaforth	Nov., 1911	8,159.84	.....
Simcoe	Aug., 1915	4,483.57	.....
South Dorchester Township	.....	.....	.....
Springfield	Aug., 1917	430.79	.....
Stamford Township	Nov., 1916	3,353.43	.....
Stratford	Jan., 1911	23,841.81	.....
Strathroy	Dec., 1914	10,110.18	.....
Streetsville	.....	2,626.88	.....
Tavistock	Nov., 1916	4,459.79	.....
Thamesford	Feb., 1914	191.49	.....
Thamesville	Oct., 1915	.....	1,283.27
Thorndale	Mar., 1914	.....	953.74
Tilbury	April, 1915	.....	3,888.23
Tillsonburg	Aug., 1911	3,400.80	.....
Toronto	June. 1911	.....	109,738.14
Toronto Township	Aug., 1913	984.40	.....
Walkerville	Nov., 1914	19,778.95	.....
Wallaceburg	Feb., 1915	4,258.94	.....
Wardsville	June, 1921	.....	.....
Waterdown	Nov., 1911	.....	549.62
Waterford	April, 1915	3,426.30	.....
Waterloo	Dec., 1910	8,878, 64	.....
Watford	Sept., 1917	.....	3,181.66
Welland	Sept., 1917	6,906.54	.....
Wellesley	Nov., 1916	1,360.84	.....
Weston	Aug., 1911	10,116.71	.....
West Lorne	Jan., 1917	1,556.57	.....
Windsor	Oct., 1914	3,872.23	.....
Woodbridge	Dec., 1914	183.31	.....
Woodstock	Jan., 1911	18,393.61	.....
Wyoming	Nov., 1916	.....	1,915.17
Zurich	Sept., 1917	1,662.50	.....
		$519.504.72	$204,396.93

SYSTEM—Continued

Power Supplied to it to 31st October, 1920, the Cash Receipts and Payments Amount Credited or Charged to Each Municipality in respect of Power Supplied Standing as a Credit or Charge to each Municipality at 31st October, 1921

Cash Receipts and Payments on Account of such Credits and Charges made during the Year		Interest at 4% per annum added during the Year		Net Amount Credited or Charged in respect of Power Supplied in the Year Ending 31st October, 1921		Accumulated Amount standing as a Credit or Charge on 31st October, 1921	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$ 673.11	$.....	$.....	$.....	$.....	$ 811.91	$.....	$ 811.91
.....	8,128.87	260.85	.....	.....	102.01	189.81	.....
.....	4,620.95	137.38	.....	.....	560.81	.....	560.81
.....	.....	.....	.....	.....	.....	.....	.....
.....	86.66	17.23	.....	.....	415.64	.....	54.28
.....	3,353.43	95.01	.....	319.22	.....	414.23	.....
.....	23,345.00	....720.22	.....	647.45	.....	1,864.48	.....
.....	9,268.20	344.92	.....	327.12	.....	1,514.02	.....
.....	.....	105.07	.....	1,793.04	.....	4,524.99	.....
.....	4,060.00	137.79	.....	581.19	.....	1,118.77	.....
.....	.....	7.66	.....	19.06	.....	218.21	.....
1,283.27	.....	.....	.....	330.30	.....	330.30	.....
.....	.....	.....	38.15	.....	918.35	.....	1,910.24
.....	.....	.....	155.53	1,405.71	.....	.....	2,638.05
.....	3,000.00	126.03	.....	.....	2,028.45	.....	1,501.62
109,738.14	.....	.....	.....	.....	76,929.90	.....	76,929.90
.....	984.40	31.98	.....	.....	448.79	.....	416.81
.....	19,778.95	461.51	.....	14,102.58	.....	14,564.09	.....
.....	.....	170.36	.....	1,902.78	.....	6,332.08	.....
.....	.....	.....	.....	.....	34.83	.....	34.83
549.62	.....	.....	.....	.....	155.77	.....	155.77
.....	3,045.00	106.60	.....	.....	175.80	312.10	.....
.....	8,878.64	330.96	.....	.....	770.67	.....	439.71
2,181.66	.....	.....	97.28	167.77	.....	.....	929.51
.....	6,906.54	149.38	.....	.....	2,530.84	.....	2,381.46
.....	1,360.84	43.75	.....	.....	5.09	38.66	.....
.....	10,116.71	320.16	.....	.....	1,773.52	.....	1,453.36
.....	1,603.27	46.70	.....	2,184.30	.....	2,184.30	.....
.....	3,872.23	90.35	.....	29,282.91	.....	29,373.26	.....
.....	.....	7.33	.....	.....	293.79	.....	103.15
.....	18,393.61	507.95	.....	.....	3,196.02	.....	2,688.07
.....	.....	.....	76.61	418.81	.....	.....	1,572.97
.....	1,662.50	49.38	.....	.....	582.76	.....	533.38
$156,955.48	$394,122.71	$17,164.92	$2,075.36	$109,881.52	$185,910.45	$207,815.60	$190,814.41

NIAGARA SYSTEM

Operating Account for Year

COSTS OF OPERATION AS PROVIDED FOR UNDER SECTIONS 6c AND 23 OF THE ACT

Power Purchased :		
To supply Customers on lines operated by the Commission	$2,706.43	
To supply the City of St. Catharines and others	63,524.17	
		$66,230.60
Cost of operating and maintaining Transmission Lines, etc., including the proportion of Administrative Expenses chargeable to the operation of the lines operated by the Commission		973.13
Interest on Capital Investment		22,446.85
Provision for Renewals of Lines, etc. (only those operated by the Commission)		896.59
Provision for Sinking Fund		8,323.28
		$98,870.45

RURAL LINES

Ending 31st October, 1921

REVENUE FOR PERIOD

Collected from City of St. Catharines and others for Power supplied	$64,853.74
Deduct : Balances owing to these Municipalities	841.54
	$64,012.20
Collected from Sundry Customers on lines operated by the Commission	5,327.79
Interest collected from Municipalities operating certain lines	21,443.03
Sinking Fund collected from Municipalities operating certain lines	7,906.13
	$98,689.15
Net Deficit (on lines operated by Commission)	181.30
	$98,870.45

NIAGARA

Statement Showing "Cost of Power," Operating Expenses," Fixed Charges" and

Year Ending 31st

	Capital Cost	Cost of Power to Commission	Operation Maintenance & Administrative Expenses	Fixed Interest
Ancaster	$5,159.03	$	$	$257.96
Bolton	2,110.45			105.52
Bothwell	6,571.84			355.88
Brampton	588.87			29.44
Chatham	898.18			44.90
Dereham Township	29,243.50			1,483.42
Elora	777.82			38.90
Etobicoke	54,608.68			2,984.10
Georgetown	8,889.59			444.48
Goderich	2,313.36			115.66
Lucan	333.26			24.99
Milton	813.82			40.70
Norwich	34,149.99			1,700.88
Preston	9,155.08			610.34
St. Thomas	1,933.82			96.70
Scarboro Township	29,536.18			1,514.41
Stratford	4,058.47			202.92
Toronto	1,131.22			44.24
Toronto Township	43,309.37			2,165.46
Vaughan Township	21,592.88			1,182.00
Walkerville	44,716.01			2,119.12
Waterdown	11,825.24			591.26
Waterford	3,399.87			170.00
Waterloo	5,062.60			230.60
Weston	5,234.46			209.38
Windsor	24,032.89			688.35
Woodstock	1,088.20			54.42
Welland	31,303.62	4,439.88		1,532.74
St. Catharines	19,582.52	49,334.76	107.10	851.24
Grantham Township	28,289.47	535.10	52.40	1,414.46
Louth Township	2,771.19			138.56
Port Colborne		6,295.75	170.14	
Merritton		2,918.68	158.39	
Lines operated by H.E.P.C.—				
Brady & Raymond	817.18		48.01	32.69
Wm. Pullen	74.15			2.97
Innes, Karn & Longworth	2,875.20		32.57	115.01
W. G. Bailey	599.21			23.97
Port Dalhousie	5,834.33	2,260.59	75.88	233.37
South Dorchester Twp.	4,561.39	445.84	280.47	213.01
West Flamboro Township	9,040.93		31.50	308.52
Copetown District	3,265.11		16.67	74.28
Non-Operating Capital	14,876.47			
Totals	$476,425.45	$66,230.60	$973.13	$22,446.85

RURAL LINES

"Revenue," and the Net "Surplus," or "Deficit" on Each Line for the October, 1921

Charges		Total Cost of Power, Operating Expenses, Fixed-Charges and interest	Revenue from Municipalities	Net Surplus or Deficit for year	
Renewals	Sinking Fund			Surplus	Deficit
$.....	$ 92.86	$ 350.82	$ 350.82	$.....	$.....
.....	37.98	143.50	143.50	.....	.....
.....	547.44	903.32	903.32	.....	.....
.....	10.60	40.04	40.04	.....	.....
.....	16.16	61.06	61.06	.....	.....
.....	526.36	2,009.78	2,009.78	.....	.....
.....	14.00	52.90	52.90	.....	.....
.....	982.96	3,967.06	3,967.06	.....	.....
.....	160.00	604.48	604.48	.....	.....
.....	41.64	157.30	157.30	.....	.....
.....	6.00	30.99	30.99	.....	.....
.....	14.64	55.34	55.34	.....	.....
.....	609.19	2,310.07	2,310.07	.....	.....
.....	137.33	747.67	747.67	.....	.....
.....	34.80	131.50	131.50	.....	.....
.....	477.74	1,992.15	1,992.15	.....	.....
.....	73.04	275.96	275.96	.....	.....
.....	15.92	60.16	60.16	.....	.....
.....	779.56	2,945.02	2,945.02	.....	.....
.....	380.56	1,562.56	1,562.56	.....	.....
.....	767.22	2,886.34	2,886.34	.....	.....
.....	212.86	804.12	804.12	.....	.....
.....	61.20	231.20	231.20	.....	.....
.....	91.14	321.74	321.74	.....	.....
.....	94.22	303.60	303.60	.....	.....
.....	295.21	983.56	983.56	.....	.....
.....	19.58	74.00	74.00	.....	.....
.....	551.79	6,524.41	6,528.34	3.93	.....
.....	295.03	50,588.13	50,588.13	.....	.....
.....	509.22	2,511.18	2,528.98	17.80	.....
.....	49.88	188.44	188.44	.....	.....
.....	.....	6,465.89	6,782.12	316.23	.....
.....	.....	3,077.07	3,580.65	503.58	.....
32.69	14.71	128.10	113.35	.....	14.75
2.97	1.33	7.27	96.00	88.73	.....
115.01	51.75	314.34	412.05	97.71	.....
23.97	10.79	58.73	116.59	57.86	.....
233.37	105.02	2,908.23	2,970.88	62.65	.....
152.05	82.11	1,173.48	439.99	.....	733.49
271.23	122.05	733.30	909.53	176.23	.....
65.30	29.39	185.64	269.40	83.76	.....
$896.59	$8,323.28	$98,870.45	$99,530.69	$1,408.48	$748.24

Note:—Net Surpluses placed to credit of Municipalities..... $841.54

Net deficit for year on lines operated by the Commission..... 181.30

NIAGARA RURAL LINES

RESERVE FOR RENEWALS ACCOUNT, 31st OCTOBER, 1921

Total provision for Renewals to 31st October, 1920	$5,929.49	
Deduct : Expenditures to 31st October, 1920	679.70	
		$5,249.79
Amount added during year ending 31st October, 1921 :		
Amounts charged Municipalities on lines operated by the Commission as part of Cost of Power delivered to them	896.59	
Interest at 4% per annum on the monthly balances to the credit the account	209.99	
		1,106.58
Balance carried forward, 31st October, 1921		$6,356.37

NIAGARA RURAL LINES

Statement Showing the Total Sinking Fund Requirements on Each Line—All of which have been Paid—And the Total of such Sinking Fund Payments With Interest allowed thereon to 31st October, 1920

Lines Operated by	Sinking Fund Requirements		Sinking Fund Paid		Interest at 4% per annum allowed on Sinking Fund Payments	Total Sinking Fund Payments and Accumulated Interest to 31st October, 1921
	Period Covered	Amount	Period Covered	Amount		
Ancaster Township	8 yrs. ending 31st Oct., 1921	$ 728.31	Full period	$ 728.31	$ 121.13	$ 849.44
Bolton	7 " " "	199.91	" "	199.91	19.71	219.62
Bothwell	6 " " "	2,302.49	" "	2,302.49	157.09	2,459.58
Brampton	1 " " "	44.16	" "	44.16	3.29	47.45
Chatham	6 " " "	93.90	" "	93.90	9.56	103.46
Dereham Township	4 " " "	1,980.89	" "	1,980.89	115.83	2,096.72
Elora	8 " " "	97.91	" "	97.91	12.55	110.46
Etobicoke	6 " " "	5,099.40	" "	5,099.40	511.65	5,611.05
Georgetown	8 " " "	1,104.99	" "	1,104.99	144.29	1,249.28
Goderich	8 " " "	308.26	" "	308.26	41.88	350.14

Grantham Township	7	"	"	"	..	3,204.40	"	"	3,204.40	365.17	3,569.57
London Abattoir	8	"	"	"	..	60.94	"	"	60.94	13.20	74.14
Louth Township	3	"	"	"	..	207.83	"	"	207.83	13.22	221.05
Lucan	2	"	"	"	..	12.00	"	"	12.00	.24	12.24
Milton	8	"	"	"	..	103.20	"	"	103.20	13.24	116.44
Norwich	9	"	"	"	..	3,785.16	"	"	3,785.16	433.67	4,218.83
Preston	9	"	"	"	..	1,378.55	"	"	1,378.55	227.81	1,606.36
St. Catharines	8	"	"	"	..	1,183.78	"	"	1,183.78	146.14	1,329.92
St. Thomas	8	"	"	"	..	242.57	"	"	242.57	31.09	273.66
Scarboro Township	4	"	"	"	..	1,944.05	"	"	1,944.05	102.43	2,046.48
Stratford	9	"	"	"		577.77	"	"	577.77	86.62	664.39
Toronto	6	"	"	"	..	90.59	"	"	90.59	9.03	99.62
Toronto Township	9	"	"	"	..	5,267.78	"	"	5,267.78	679.24	5,947.02
Vaughan Township	7	"	"	"	..	1,444.43	"	"	1,444.43	82.39	1,526.82
Walkerville	7	"	"	"	..	4,133.45	"	"	4,133.45	425.15	4,558.60
Waterdown	8	"	"	"	..	1,511.80	"	"	1,511.80	200.50	1,712.30
Waterford	7	"	"	"	..	280.94	"	"	280.94	20.08	301.02
Waterloo	8	"	"	"	..	513.32	"	"	513.32	54.07	567.39
Welland	9	"	"	"	..	4,090.85	"	"	4,090.85	537.16	4,628.01
Weston	8	"	"	"	..	725.53	"	"	725.53	104.88	830.41
Windsor	6	"	"	"	..	941.73	"	"	941.73	69.80	1,011.53
Woodstock	9	"	"	"	..	144.20	"	"	144.20	19.96	164.16
Lines Operated by the Commission :											
Brady and Raymond	8	"	"	"	..	123.05	"	"	123.05	16.85	139.90
W. Pullen	8	"	"	"	..	9.70	"	"	9.70	1.21	10.91
Innes, Karn and Longworth	9	"	"	"	..	445.04	"	"	445.04	61.92	506.96
Bailey's Farm	8	"	"	"	..	75.50	"	"	75.50	9.17	84.67
Port Dalhousie	10	"	"	"	..	740.19	"	"	740.19	94.14	834.33
South Dorchester Township	5	"	"	"	..	287.66	"	"	287.66	14.65	302.31
West Flamboro Township	1	"	"	"	..	122.05	"	"	122.05	.....	122.05
Copetown District	1	"	"	"	..	29.39	"	"	29.39	.....	29.39
						$45,637.67			$45,637.67	$4,970.01	$50,607.68

NIAGARA RURAL LINES

Statement showing the Surplus or Deficit of each line at 31st October, 1920, and Interest added during the year, Also the Surplus or Deficit for the year ending 31st October, 1921, and the Net Surplus or Deficit at 31st October, 1921

Municipality	Date Commenced Operation	Surplus or Deficit at 31st October, 1920		Interest on Surplus or Deficit at 4% per annum added during year		Surplus or Deficit for the year ending 31st Oct., 1921		Net Surplus or Deficit on 31st October, 1921	
		Surplus	Deficit	Credited	Charged	Surplus	Deficit	Surplus	Deficit
Grantham Township	May, 1915	.....	$2.72	.....	$ .11	$17.80	.....	$14.97	.....
Welland	Mar., 1913	$55.53	.....	$2.22	.....	3.93	.....	61.68	.....
Port Colborne	Mar., 1920	121.01	.....	4.84	.....	316.23	.....	442.08	.....
Merritton	Nov., 1920	.....	.....	.....	.....	503.58	.....	503.58	.....
		$176.54	$2.72	$7.06	$ .11	$841.54	.....	$1,022.31	.....
Lines operated by Commission—									
Brady & Raymond	Oct., 1914	$278.57	.....	$11.14	.....	.....	$14.75	$274.96	.....
Wm. Pullen	May, 1914	657.42	.....	26.30	.....	$88.73	.....	772.45	.....
Innes, Karn and Longworth	Feb., 1913	467.81	.....	18,71	.....	97.71	.....	584.23	.....
W. G. Bailey	Oct., 1914	155.47	.....	6.22	.....	57.86	.....	219.55	.....
Port Dalhouisie	Nov., 1912	144.36	.....	5.77	.....	62.65	.....	212.78	.....
S.Dorchester Twp	Nov., 1920	.....	.....	.....	.....	.....	733.49	.....	$733.49
W. Flamboro Twp	Jan., 1921	.....	.....	.....	.....	176.23	.....	176.23	.....
Copetown District	May, 1921	.....	.....	.....	.....	83.76	.....	83.76	.....
		$1,880.17	$2.72	$75.20	$ .11	$1,408.48	$748.24	$3,346.27	$733.49

Note:—Net balances owing to Municipalities $1,022.31

Net Surplus to 31st Oct., 1921, on lines operated by the Commission .. 1,590.47

Total Surplus $2,612.78

SEVERN SYSTEM

Operating Account for Year Ending 31st October, 1921

Costs of Operation as Provided for under Section 6c and 23 of the Act		
Power purchased from Eugenia and Wasdell Systems		$18,781.86
Costs of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses, chargeable to the operation of this System		71,218.95
Interest on Capital Investment		62,716.23
Provisions for Renewal of Generating Plant, Lines and Stations, etc		37,905.42
Provisions for Contingencies :		
By charges against Municipalities	$1,123.19	
By charges against contracts with Private Companies, which purchase power	237.03	
By appropriating the net profit on power sold to Private Companies	1,102.50	
		2,462.72
Provisions for Sinking Fund :		
By charges against Municipalities	16,026.69	
By charges against contracts with Private Companies which purchase power	3,019.35	
		19,046.04
		$212,131.22

Revenue for Period		
Collected from Municipalities		$163,393.68
Power sold to Private Companies		28,218.45
Add amounts due by certain Municipalities, being the difference between sums paid and the costs of power supplied to them in the period	$24,829.65	
Deduct amounts collected from certain Municipalities in excess of the sums required to be paid by them for power supplied in the period	4,310.56	
		20,519.09
Revenue		212,131.22
		$212,131.22

SEVERN

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of Such Cost, upon ascertainment (by Annual Adjustment) of the Actual Cost of

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Cost of Power Purchased from Eugenia and Wasdell Systems	Share of Operating Maintenance and Administrative Expenses
	To Jan. 1, 1921	To Oct. 31, 1921				
Alliston	$50.00	$60.00	$77,935.96	133.5	$460.85	$2,777.44
Barrie	29.00	29.00	167,852.52	788.6	2,722.29	10,213.64
Beeton	85.00	85.00	63,249.66	87.5	302.06	2,254.50
Bradford	75.00	75.00	51,871.65	53.0	182.97	2,000.13
Coldwater	50.00	60.00	18,905.10	67.9	234.39	1,171.64
Collingwood	28.00	36.00	255,568.92	859.0	2,965.30	15,398.49
Cookstown	60.00	60.00	25,626.45	57.5	198.49	1,221.63
Creemore	65.00	65.00	24,581.69	46.2	159.48	1,146.32
Elmvale	37.00	37.00	32,665.79	150.8	520.57	2,393.07
Midland	28.00	32.00	234,245.91	1,218.3	4,205.62	11,009.06
Penetang	32.00	30.00	150,634.94	759.5	2,621.82	7,350.75
Port McNichol	85.00	85.00	8,082.26	37.7	130.14	623.98
Stayner	40.00	40.00	33,088.63	115.5	398.71	2,010.99
Thornton	85.00	85.00	11,395.38	12.3	42.46	552.42
Tottenham	85.00	90.00	35,905.11	35.2	121.51	1,364.15
Victoria Harbor	50.00	45.00	13,947.41	47.0	162.24	823.46
Waubaushene	45.00	45.00	6,847.71	23.2	80.09	565.72
Totals—Municipalities			$1,212,405.09	4,492.7	$15,508.99	$62,877.39
Totals—Companies			168,128.85	948.1	3,272.87	8,341.56
Non-Operating Capital			26,313.30	.....	.....	.....
Grand Totals			$1,406,847.24	$5,440.8	$18,781.86	$71,218.95

SYSTEM

Section 23 of the Act—of Power Supplied to it by the Commission—The Amount and the Amount remaining to be Credited or Charged to Each Municipality Power Supplied to it in the Year Ending 31st October, 1921

Operating Costs and Fixed Charges.				Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited or charged to each Municipality upon ascertainment of the actual cost of Power by Annual Adjustment		Sinking Fund for the years mentioned hereunder charged as part of the cost of Power in the Year 1920-21
Interest	Renewals	Contingencies	Sinking Fund			Credited	Charged	
$3,546.87	$2,143.71	$ 33.37	$.....	$ 8,962.24	$ 7,737.34	$.....	$1,224.90	.....
7,632.80	4,613.23	197.15	1,899.73	27,278.84	22,870.11	.....	4,408.73	1918-19
2,878.37	1,739.67	21.87	.....	7,196.47	7,439.61	243.14	.....	.....
2,350.52	1,420.64	13.25	.....	5,967.51	3,971.87	.....	1,995.64	.....
856.21	517.49	16.98	254.27	3,050.98	3,961.50	910.52	.....	1918-19
11,623.49	7,025.19	214.75	5,576.21	42,803.43	29,404.77	.....	13,398.66	1918-19
1,149.81	694.94	14.38	.....	3,279.25	3,255.50	.....	23.75	.....
1,118.21	675.84	11.55	359.63	3,471.03	2,859.45	.....	611.58	1917-18
1,485.43	897.79	37.70	419.15	5,753.71	5,577.94	.....	175.77	1918-19
10,634.42	6,427.40	304.58	3,976.68	36,557.76	37,979.81	1,422.05	.....	1918-19
6,839.06	4,133.50	189.88	2,705.56	23,840.57	23,129.58	.....	710.99	1920-21
377.45	228.13	9.43	105.46	1,474.59	3,202.34	1,727.75	.....	1917-18
1,504.86	909.53	28.88	488.93	5,341.90	4,620.66	.....	721.24	1918-19
518.55	313.41	3.07	.....	1,429.91	1,044.06	.....	385.85	.....
1,633.85	987.49	8.80	.....	4,115.80	3,135.04	.....	980.76	.....
622.97	376.52	11.75	157.95	2,154.89	2,161.99	7.10	.....	1917-18
311.12	188.04	5.80	83.12	1,233.89	1,042.11	.....	191.78	1917-18
$55,083.99	$33,292.52	$1,123.19	$16,026.69	$183,912.77	$163,393.68	$4,310.56	$24,829.65	
7,632.24	4,612.90	237.03	3,019.35	27,115.95	28,218.45	*1,102.50	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....
$62,716.23	$37,905.42	$1,360.22	$19,046.04	$211,028.72	$191,612.13			

* Note : — Transferred to credit of Contingency Reserve.

SEVERN SYSTEM

Reserve for Contingencies Account, 31st October, 1921

Balance brought forward, 31st October, 1920		$5,674.94
Added during the year ending 31st October, 1921:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$1,123.19	
Provision against equipment employed in respect of contracts with Sundry Companies	237.03	
Net profits from contracts with Sundry Power Customers	1,102.50	
Interest at 4% per annum on monthly balances to the credit of the account	227.00	
		2,689.72
		$8,364.66
Expenditures during the year ending 31st October, 1921		1,236.58
Balance carried forward 31st October, 1921		$7,128.08

SEVERN

Statement Showing the Total Sinking Fund Requirements to be met by each Deferred by the Commission under Section 23 of the Act, Sinking Fund than five Years, and the Total of such Sinking Fund Payments

Municipality	Total Sinking Fund Requirements Chargeable to the Municipality under the Act		Sinking Fund Requirements the Payment of which has been deferred	
	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount
Alliston	4 yrs. ending 31 Oct. 1921	$ 4,466.91	4 yrs. ending 31 Oct. 1921	$ 4,466.91
Barrie	5 " " " 1921	10,080.34	2 " " " 1921	5,495.17
Beeton	4 " " " 1921	3,875.07	4 " " " 1921	3,875.07
Bradford	4 " " " 1921	2,835.25	4 " " " 1921	2,835.25
Coldwater	5 " " " 1921	1,304.27	2 " " " 1921	633.23
Collingwood	5 " " " 1921	24,840.71	2 " " " 1921	10,410.17
Cookstown	4 " " " 1921	1,599.66	4 " " " 1921	1,599.66
Creemore	5 " " " 1921	2,012.62	3 " " " 1921	1,258.87
Elmvale	5 " " " 1921	2,115.55	2 " " " 1921	1,117.15
Midland	5 " " " 1921	16,638.25	2 " " " 1921	7,960.10
Penetang	5 " " " 1921	10,078.13		
Port McNichol	5 " " " 1921	646.36	3 yrs. ending 31 Oct. 1921	440.29
Stayner	5 " " " 1921	2,186.68	2 " " " 1921	1,152.42
Thornton	3 " " " 1921	572.72	3 " " " 1921	572.72
Tottenham	4 " " " 1921	1,897.44	4 " " " 1921	1,897.44
Victoria Harbor	5 " " " 1921	993.77	3 " " " 1921	683.60
Waubaushene	5 " " " 1921	507.95	3 " " " 1921	343.42
Totals—Municipalities		$86,651.68		$44,741.47
Totals—Companies (from commencement of operations,		14,979 29		
Grand Totals		$101,630.97		$44,741.47

SEVERN SYSTEM

Reserve for Renewals Account, 31st October, 1921

Total provision for Renewals to 31st October, 1920		$189,846.80
Deduct expenditures to 31st October, 1920		4,549.78
Balance brought forward 31st October, 1920		$185,297.02
Added during the year ending 31st October, 1921 :		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$33,292.52	
Provision against equipment employed in respect of contracts with Sundry Companies	4,612.90	
Interest at 4% per annum on monthly balances to the credit of the account	7,411.88	
Renewals reserve provided on second-hand equipment purchased	84.00	
		45,401.30
		$230,698.32
Expenditures during the year ending 31st October, 1921		3,351.11
Balance carried forward 31st October, 1921		$227,347.21

SYSTEM

Municipality, Sinking Fund Requirements the Payment of which has been Payments made by Certain Municipalities which have been Operating more including Interest allowed thereon to 31st October, 1921

Sinking Fund Requirements Paid (or Charged) as part of the Cost of Power		Interest at 4% per Annum allowed on Sinking Fund Requirements which have been paid	Total Sinking Fund Payments and Accumulated Interest to the credit of the Municipality on 31st October, 1921
(a) For Period of	(b) Amount		
3 years ending 31 Oct., 1919	$ 4,585.17	$ 161.82	$ 4,746.99
3 years ending 31 Oct., 1919	671.04	25.51	696.55
3 years ending 31 Oct., 1919	14,430.54	515.42	14,945.96
2 years ending 31 Oct., 1918	753.75	15.77	769.52
3 " " " 1919	998.40	32.52	1,030.92
3 " " " 1919	8,678.15	265.37	8,943.52
5 " " " 1921	10,078.13	643.34	10,721.47
2 " " " 1918	206.07	4.02	210.09
3 " " " 1919	1,034.26	31.15	1,065.41
2 years ending 31 Oct., 1918	310.17	6.09	316.26
2 " " " 1918	164.53	3.25	167.78
	$41,910.21	$1,704.26	$43,614.47
(From commencement of operations	14,979.29	1,367.46	16,346.75
	$56,889.50	$3,071.72	$59,961.22

SEVERN

Statement Showing the Net Credit or Charge to each Municipality in respect of thereon, and Interest added during the Year ; also the Net Amount Credited or 31st October, 1921, and the Accumulated Amount Standing as a

Municipality	Date Commenced Operating	Net Credit or Charge at 31st October, 1920	
		Credit	Charge
Alliston	June, 1918	$.....	$ 6,468.46
Barrie	April, 1913	11,823.78	.....
Beeton	Aug., 1918	.....	4,324.94
Bradford	Oct., 1918	.....	6,225.98
Coldwater	Mar., 1913	.....	2,647.13
Collingwood	Mar., 1913	5,602.29	.....
Cookstown	May, 1918	.....	1,599.76
Creemore	Nov., 1914	2,068.98	.....
Elmvale	June, 1913	672.37	.....
Midland	July, 1911	.....	13,350.66
Penetang	July, 1911	3,174.99	.....
Port McNichol	Jan., 1915	.....	1,438.71
Stayner	Oct., 1913	160.73	.....
Thornton	Nov., 1918	.....	1,229.37
Tottenham	Oct., 1918	.....	3,403.08
Victoria Harbor	July, 1914	458.77	.....
Waubaushene	Dec., 1914	.....	25.63
		$23,961.91	$40,713.72

SYSTEM

Power Supplied to it to 31st October, 1920, the Cash Receipts and Payments Charged to Each Municipality in respect of Power Supplied in the Year Ending Credit or Charge to each Municipality at 31st October, 1921

Cash Receipts and Payments on Account of such Credits and Charges made during the Year		Interest at 4% per annum added during the Year		Net Amount Credited or Charged in respect of Power Supplied in the Year Ending 31st October, 1921		Accumulated Amount standing at the Credit or Charge on the 31st October, 1921	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$.....	$.....	$.....	$ 258.74	$.....	$1,224.90	$.....	$7,952.10
.....	12 050.00	433.54	.....	.....	4,408.73	.....	4,201.41
.....	.....	.....	173.00	243.14	.....	.....	4,254.80
.....	.....	.....	249.04	.....	1,995.64	.....	8,470.66
.....	.....	.....	105.88	910.52	.....	.....	1,842.49
.....	.....	224.09	.....	.....	13,398.66	.....	7,572.28
.....	.....	.....	63.99	.....	23.75	.....	1,687.50
.....	73.09	82.03	.....	.....	611.58	1,466.34	.....
.....	.....	26.89	.....	.....	175.77	523.49	.....
.....	.....	.....	534.03	1,422.05	.....	.....	12,462.64
.....	3,174.99	74.08	.....	.....	710.99	.....	636.91
.....	.....	.....	57.55	1,727.75	.....	231.49	.....
.....	160.73	2.68	.....	.....	721.24	.....	718.56
.....	.....	.....	49.17	.....	385.85	.....	1,664.39
.....	.....	.....	136.12	.....	980.76	.....	4,519.96
.....	.....	18.35	.....	7.10	.....	484.22	.....
25.63	.....	.....	.....	.....	191.78	.....	191.78
25.63	$15,458.81	$861.66	$1,627.52	$4,310.56	$24,829.65	$2,705.54	$56,175.48

EUGENIA

Operating Account for Year

COSTS OF OPERATION AS PROVIDED FOR UNDER SECTIONS 6c AND 23 OF THE ACT

Costs of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		$85,599.54
Interest on Capital Investment		88,086.94
Provision for Renewal of Generating Plant, Lines, Stations, etc		44,301.87
Provision for Contingencies :		
By charges against Municipalities	$1,142.90	
By charges against contracts with Private Companies, also the Severn System which purchased power	31.72	1,174.62
Provision for Sinking Fund :		
By charges against Municipalities	11,622.58	
By charges against contracts with Private Companies, also the Severn System which purchased power	1,533.96	13,156.54
		$232,319.51

SYSTEM

Ending 31st October, 1921

REVENUE FOR PERIOD

Collected from Municipalities		$199,693.34
Power sold to Private Companies and to Severn System		10,486.96
		$210,180.30
Add amounts due by certain Municipalities, being the difference between sums paid and the Costs of Power supplied to them in the period	$32,913.89	
Deduct amounts collected from certain Municipalities in excess of the sums required to be paid by them for power supplied in the period	10,774.68	22,139.21
REVENUE		$232,319.51
		$232,319.51

EUGENIA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of Such Cost, upon ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Share of Operating	
	To Dec. 31, 1920	To Oct. 31, 1921			Operating Maintenance and Administrative Expenses	Interest
Arthur	$65.00	$85.00	$ 91,153.34	134.2	$ 3,990.42	$4,145.67
Chatsworth	45.00	60.00	11,561.72	28.5	743.21	525.68
Chesley	45.00	55.00	101,463.04	241.6	4,589.58	4,493.21
Dundalk	38.00	50.00	31,557.83	97.7	1,855.25	1,434.55
Durham	45.00	50.00	65,085.90	220.2	4,261.04	2,797.17
Elmwood	45.00	55.00	21,666.06	54.3	1,230.87	958.08
Flesherton	36.00	45.00	17,536.96	47.1	1,243.70	797.30
Grand Valley	60.00	70.00	35,442.21	62.9	1,323.97	1,611.78
Hanover	35.00	40.00	336,216.42	1,040.7	14,694.59	14,538.86
Holstein	75.00	90.00	12,376.06	9.5	881.70	556.01
Kincardine	.....	48.00	84,791.03	58.0	2,444.89	2,672.74
Lucknow	.....	60.00	44,888.46	39.3	1,341.37	1,655.30
Markdale	35.00	50.00	25,120.32	85.2	1,375.78	1,141.81
Mount Forest	55.00	65.00	92,410.90	185.6	4,642.30	4,179.87
Neusdadt	45.00	55.00	61,518.45	126.3	2,389.31	2,706.96
Orangeville	55.00	65.00	82,893.20	142.1	3,274.25	3,727.16
Owen Sound	28.00	30.00	432,507.20	1,391.2	18,941.21	19,644.69
Priceville	.....	47.00	5,738.11	4.1	206.48	171.22
Ripley	.....	60.00	46,578.74	38.7	1,349.58	1,711.12
Shelburne	38.00	50.00	66,625.88	178.4	3,329.15	3,029.11
Tara	85.00	90.00	41,424.86	41.2	1,183.08	1,880.33
Teeswater	40.00	40.00	40,906.53	60.4	1,648.72	1,649.55
Wingham	45.00	45.00	198,167.65	284.4	6,051.96	7,972.79
Totals —Municipalities			$1,947,630.87	4,571.6	$82,992.41	$84,000.96
Totals—Hornings Mills, Walkerton Quarry and Severn System (which purchase power)			91,758.92	126.9	2,607.13	4,085.98
Non-Operating Capital			7,178.58	.....	.....	.....
Grand Totals			$2,046,568.37	4,698.5	$85,599.54	$88,086.94

SYSTEM

Section 23 of the Act—of Power Supplied to it by the Commission—The Amount and the Amount remaining to be Credited or Charged to Each Municipality of Power Supplied to it in the Year Ending 31st October, 1921

Costs and Fixed Charges.			Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited or charged to each Municipality upon ascertainment of the actual cost of Power by Annual Adjustment		Sinking Fund for the years mentioned hereunder charged as part of the cost of Power in the Year 1920-21
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ 2,250.35	$ 33.55	$.....	$10,419.99	$10,902.57	$ 482.58	$.....	.....
263.50	7.13	207.96	1,747.48	1,558.37	.....	189.11	1920-21
2,256.11	60.40	.....	11,399.30	12,855.64	1,456.34	.....	.....
681.20	24.42	567.51	4,562.93	4,617.56	54.63	.....	1920-21
1,271.74	55.05	1,106.57	9,491.57	10,900.28	1,408.71	.....	1920-21
475.76	13.58	.....	2,678.29	2,872.69	194.40	.....	.....
392.29	11.78	315.42	2,760.49	2,030.16	.....	730.33	1920-21
854.51	15.72	.....	3,805.98	4,291.73	485.75	.....	.....
6,807.60	260.18	.....	36,301.25	41,158.44	4.857.21	.....	.....
317.98	2.37	.....	1,758.06	830.12	.....	927.94	.....
1,505.06	14.50	.....	6,637.19	2,781.60	.....	3,855.59	.....
925.70	9.82	.....	3,932.19	2,355.00	.....	1,577.19	.....
528.04	21.30	.....	3,066.93	4,009.74	942.81	.....	.....
2,173.24	46.40	1,653.59	12,695.40	11,707.27	.....	988.13	1920-21
1,395.83	31.57	.....	6,523.67	6,839.37	315.70	.....	.....
1,982.36	35.52	.....	9,019.31	8,984.21	.....	35.10	.....
9,226.81	347.80	7,771.53	55,932.04	41,255.19	.....	14,676.85	1920-21
95.68	1.03	.....	474.41	193.86	.....	280.55	.....
960.57	9.68	.....	4,030.95	2,216.50	.....	1,814.45	.....
1,491.44	44.60	.....	7,894.30	8,470.85	576.55	.....	.....
1,058.09	10.30	.....	4,131.80	3,687.00	.....	444.80	.....
882.09	15.10	.....	4,195.46	2,378.33	.....	1,817.13	.....
4,277.73	71.10	.....	18,373.58	12,796.86	.....	5,576.72	.....
$42,073.70	$1,142.90	$11,622.58	$221,832.55	$199,693.34	$10,774.68	$32,913.89	
2,228.17	31.72	1,533.96	10,486.96	10,486.96	.....	.....	
$44,301.87	$1,174.62	$13,156.54	$232,319.51	$210,180.30	$10,774.68	$32,913.89	

EUGENIA SYSTEM

Reserve for Contingencies Account, 31st October, 1921

Balance brought forward 31st October, 1920		$13,430.94
Added during the year ending 31st October, 1921 :		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$1,142.90	
Provision against equipment employed in respect of contracts with Sundry Companies	31.72	
Interest at 4% per annum on monthly balances to the credit of the account	537.24	
		1,711.86
		$15,142.80
Expenditures during the year ending 31st October, 1921		3,063.22
Balance carried forward, 31st October, 1921		$12,079.58

EUGENIA

Statement Showing the Total Sinking Fund Requirements to be Met by Each Muni the Commission under Section 23 of the Act.—Sinking Fund Payments made the Total of such Sinking Fund Payments,

Municipality	Total Sinking Fund Requirements Chargeable to the Municipality under the Act		Sinking Fund Requirements the Payment of which has been deferred	
	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount
Arthur	1 yr. ending 31 Oct., 1921	$ 1,640.04	1 yr. ending 31 Oct., 1921	$ 1,640.04
Chatsworth	1 " " " 1921	207.96	.....	.....
Chesley	1 " " " 1921	1,777.53	1 yr. ending 31 Oct., 1921	1,777.53
Dundalk	1 " " " 1921	567.51	.....	.....
Durham	1 " " " 1921	1,106.57	.....	.....
Elmwood	1 " " " 1921	379.03	1 yr. ending 31 Oct., 1921	379.03
Flesherton	1 " " " 1921	315.42	.....	.....
Grand Valley	1 " " " 1921	637.62	1 yr. ending 31 Oct., 1921	637.62
Hanover	1 " " " 1921	5,751.64	1 " " " 1921	5,751.64
Holstein	1 " " " 1921	219.96	1 " " " 1921	219.96
Kincardine	1 " " " 1921	1,057.35	1 " " " 1921	1.057.35
Lucknow	1 " " " 1921	654.84	1 " " " 1921	654.84
Markdale	1 " " " 1921	451.71	1 " " " 1921	451.71
Mount Forest	1 " " " 1921	1,653.59	.....	.....
Neustadt	1 " " " 1921	1,070.88	1 yr. ending 31 Oct., 1921	1,070.88
Orangeville	1 " " " 1921	1,474.48	1 " " " 1921	1,474.48
Owen Sound	1 " " " 1921	7,771.53	.....	.....
Priceville	1 " " " 1921	67.73	1 yr. ending 31 Oct., 1921	67.73
Ripley	1 " " " 1921	676.93	1 " " " 1921	676.93
Shelburne	1 " " " 1921	1,198.33	1 " " " 1921	1,198.33
Tara	1 " " " 1921	743.87	1 " " " 1921	743.87
Teeswater	1 " " " 1921	652.56	1 " " " 1921	652.56
Wingham	1 " " " 1921	3,154.07	1 " " " 1921	3,154.07
Totals—Municipalities		$33,231.15		$21,608.57
Totals—Companies(from commencement of operation)		1,533.96		.....
Grand Totals		$34,765.11		$21,608.57

EUGENIA SYSTEM

Reserve for Renewals Account, 31st October, 1921

Total provision for renewals to 31st October, 1920		$136,913.19
Deduct expenditures to 31st October, 1920		1,150.99
Balance brought forward, 31st October, 1920		$135,762.20
Added during the year ending 31st October, 1921 :		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$42,073.70	
Provision against equipment employed in respect of contracts with Sundry Companies	2,228.17	
Interest at 4% per annum on the monthly balances to the credit of the account	5,430.49	
Renewal Reserve provided on second-hand equipment purchased from other Systems	1,508.70	
		51,241.06
		$187,003.26
Expenditures during the year ending 31st October, 1921		5,173.05
Balance carried forward, 31st October, 1921		$181,830.21

SYSTEM

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and to 31st October, 1921

Sinking Fund Requirements Paid (or Charged) as part of the Cost of Power		Total Sinking Fund Payments to the credit of the Municipality on 31st October, 1921
(a) For Period of	(b) Amount	
1 year ending 31 Oct., 1921	$ 207.96	$ 207.96
1 year ending 31 Oct., 1921	567.51	567.51
1 year ending 31 Oct., 1921	1,106.57	1,106.57
1 year ending 31 Oct., 1921	315.42	315.42
1 year ending 31 Oct., 1921	1,653.59	1,653.59
1 year ending 31 Oct., 1921	7,771.53	7,771.53
	$11,622.58	$11,622.58
	1,533.96	1,533.96
	$13,156.54	$13,156.54

EUGENIA

Statement Showing the Net Charge to each Municipality in respect of Power Supplied Interest added during the Year—also the Net Amount Credited or Year Ending 31st October, 1921, and the Charge to each Municipality

Municipality	Date Commenced Operating	Net Charge at 31st October, 1920
Arthur	Dec., 1916	$ 9,613.89
Chatsworth	Dec., 1915	1,579.36
Chesley	July, 1916	7,799.11
Dundalk	Dec., 1915	3,810.77
Durham	Dec., 1915	2,799.53
Elmwood	April, 1918	1,066.99
Flesherton	Dec., 1915	2,127.98
Grand Valley	Dec., 1916	2,451.57
Hanover	Sept., 1916	2,017.61
Holstein	May, 1916	3,569.71
Kincardine	March, 1921	.....
Lucknow	Jan., 1921	.....
Markdale	March, 1916	1,911.97
Mount Forest	Dec., 1915	15,987.84
Neustadt	Dec., 1918	2,321.45
Orangeville	July, 1916	8,283.21
Owen Sound	Dec., 1915	1,474.45
Priceville	March, 1921	.....
Ripley	Jan., 1921	.....
Shelburne	July, 1916	3,794.42
Tara	Feb., 1918	5,402.95
Teeswater	Dec., 1920	.....
Wingham	Dec., 1920	.....
		$76,012.81

SYSTEM

to it to 31st October, 1920, the Cash Receipts on Account of such Charges and Charged to each Municipality in respect of Power Supplied in the Accumulated Amount Standing as a Credit or at 31st October, 1921

Cash Receipts on Account of such Charges made during the Year	Interest at 4% per annum added during Year	Net Amount Credited or Charged in respect of Power Supplied in the Year Ending 31st October, 1921		Accumulated Amount standing as a Credit or Charge on 31st October, 1921	
Credited	Charged	Credited	Charged	Credit	Charge
....$.....	$384.55	$482.58	.....$.....	.....$.....	$9,515.86
.....	63.17	.....	189.11	.....	1,831.64
.....	311.96	1,456.34	.....	.....	6,654.73
.....	152.43	54.63	.....	.....	3,908.57
.....	111.98	1,408.71	.....	.....	1,502.80
.....	42.68	194.40	.....	.....	915.27
.....	85.12	.....	730.33	.....	2,943.43
.....	98.06	485.75	.....	.....	2,063.88
.....	80.70	4,857.21	.....	2,758.90	.....
.....	142.79	.....	927.94	.....	4,640.44
.....	.....	.....	3,855.59	.....	3,855.59
.....	.....	.....	1,577.19	.....	1,577.19
409.75	68.28	942.81	.....	.....	627.69
.....	639.51	.....	988.13	.....	17,615.48
.....	92.86	315.70	.....	.....	2,098.61
.....	331.33	.....	35.10	.....	8,649.64
.....	58.98	.....	14,676.85	.....	16,210.28
.....	.....	.....	280.55	.....	280.55
.....	.....	.....	1,814.45	.....	1,814.45
54.82	150.68	576.55	.....	.....	3,313.73
.....	216.12	.....	444.80	.....	6,063.87
.....	.....	.....	1,817.13	.....	1,817.13
.....	.....	.....	5,576.72	.....	5,576.72
$464.57	$3,031.20	$10,774.68	$32,913.89	$2,758.90	$103,477.55

EUGENIA RURAL LINES

Operating Account for Year Ending 31st October, 1921

Interest on Capital Investment	$108.34	Revenue—	
Provision for Sinking Fund	34.65	Interest and Sinking Fund collected from the Municipalities which operate lines	$142.99
	$142.99		$142.99

Statement Showing Interest and Sinking Fund Charges, 31st October, 1921

	Capital Cost	Interest	Sinking Fund	Total Interest and Sinking Fund Charges	Revenue from Municipalities
Flesherton	$ 852.58	$ 42.30	$12.29	$ 54.59	$ 54.59
Markdale	1,242.65	66.04	22.36	88.40	88.40
Totals	$2,095.23	$108.34	$34.65	$142.99	$142.99

Statement Showing the Total Sinking Fund Requirements of Each Municipality and the Total of the Sinking Fund Payments with Interest Allowed thereon to 31st October, 1921

	Total Sinking Fund Requirements		Interest at 4% per annum allowed on Sinking Fund Payments	Total Sinking Fund Payments and accumulated Interest to 31st October, 1921
	Period Covered	Amount		
Flesherton	4 yrs. end. 31st Oct., 1921	$ 37.65	$1.99	$ 39.64
Markdale	5 " " " "	97.89	7.18	105.07
Totals		$135.54	$9.17	$144.71

WASDELLS SYSTEM

Operating Account for Year Ending 31st October, 1921

Costs of Operation as Provided for under Sections 6c and 23 of the Act			Revenue for Period		
Cost of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses, chargeable to the operation of this System		$15,369.03	Collected from Municipalities		$23,774.07
Interest on Capital Investment		14,672.10	Power sold to Private Company and to Severn System		20,803.60
					$44,577.67
Provision for Renewal of Generating Plant, Lines and Stations, etc.		6,449.28	Add amount due by certain Municipality, being the difference between the sum paid and the cost of power supplied to it in the period	$180.96	
Provision for Contingencies		240.64			
Provision for Sinking Fund :			Deduct amounts collected from certain Municipalities in excess of the sums required to be paid by them for power supplied in the period	2,366.45	
By charges against Municipalities	$2,529.75				2,185.49
By charges against contract with Private Company which purchased power	3,131.38				
		5,661.13	Revenue		$42,392.18
		$42,392.18			$42,392.18

WASDELLS

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of Such Cost, upon ascertainment (by Annual Adjustment) of the Actual Cost of

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Share of Operating	
	To Jan. 1, 1921	To Oct. 31, 1921			Operating Maintenance and Administrative Expenses	Interest
Beaverton	$55.00	$60.00	$ 33,128.70	107.4	$ 2,104.95	$ 1,491.91
Brechin	85.00	90.00	23,570.97	39.0	948.28	1,066.87
Cannington	65.00	65.00	27,686.80	73.8	1,411.55	1,259.76
Kirkfield	45.00	60.00	7,960.70	13.9	362.67	362.04
Sunderland	85.00	85.00	27,955.40	49.5	970.87	1,271.97
Woodville	80.00	80.00	28,662.35	57.2	1,133.54	1,304.14
Totals —Municipalities			148,964.92	340.8	6,931.86	$6,756.69
Totals—Companies and Severn System			174,108.15	621.7	8,437.17	7,915.41
Grand Totals			$322,983.07	962.5	$15,369.03	$14,672.10

WASDELLS SYSTEM

Reserve for Contingencies Account, 31st October, 1921

Balance brought forward, 31st October, 1920		Nil
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$ 85.21	
Provision against equipment employed in respect of contracts with Severn System and Companies	155.43	
		$240.64
Balance carried forward, 31st October, 1921		$240.64

SYSTEM

Section 23 of the Act—of Power Supplied to it by the Commission—The Amount and the Amount remaining to be Credited or Charged to Each Municipality Power Supplied to it in the Year Ending 31st October, 1921

Costs and Fixed Charges.			Loss from Sale of Power to Companies charged to the Municipalities in proportion to their Maintenance Costs	Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited or charged to each Municipality upon ascertainment of the actual cost of Power by Annual Adjustment		Sinking Fund for the years mentioned hereunder charged as part of the cost of Power in the Year 1920-21
Renewals	Contingencies	Sinking Fund				Credited	Charged	
$655.78	$26.85	$590.21	$716.38	$5,586.08	$6,071.70	$485.62	$.....	1920-21
468.95	9.75	422.06	321.81	3,237.72	3,324.81	87.09		1920-21
553.74	18.45	498.36	472.88	4,214.74	4,796.95	582.21	.....	1920-21
159.14	3.48	.....	94.75	982.08	801.12	.....	180.96	.....
559.11	12.38	503.20	331.97	3,649.50	4,203.81	554.31	.....	1920-21
573.25	14.30	515.92	377.31	3,918.46	4,575.68	657.22	.....	1920-21
2,969.97	85.21	2,529.75	2,315.10	21,588.58	23,774.07	2,366.45	180.96	
3,479.31	155.43	3,131.38	2,315.10	20,803.60	20,803.60	.....	.....	
$6,449.28	$240.64	$5,661.13	.....	$42,392.18	$44,577.67			

WASDELLS SYSTEM

Reserve for Renewals Account, 31st October, 1921

Total provision for renewals to 31st October, 1920		$34,416.69
Deduct :		
Expenditures to 31st October, 1920		3,143.18
Balance brought forward, 31st October, 1920		31,273.51
Added during the year ending 31st October, 1921....		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$2,969.97	
Provision against equipment employed in respect of Severn System and Companies	3,479.31	
Interest at 4% per annum on the monthly balances to the credit of the account	1,250.94	
		7,700.22
Balance carried forward, 31st October, 1921		$38,973.73

WASDELLS

Statement Showing the Sinking Fund Requirements to be Met by Each Muni- the Commission under Section 23 of the Act.—Sinking Fund Payments made the Total of the Sinking Fund Payments, including

Municipality	Total Sinking Fund Requirements Chargeable to the Municipality under the Act		SinkingFund Requirements the Payment of which has been deferred	
	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount
Beaverton	2 yrs. ending 31 Oct. 1921	$1,227.42	.....	.....
Brechin	2 " " " 1921	840.76	.....	.....
Cannington	2 " " " 1921	1,096.53	.....	.....
Kirkfield	2 " " " 1921	191.22	2 yrs. ending 31 Oct. 1921	$191.22
Sunderland	2 " " " 1921	1,022.45	.....	.....
Woodville	2 " " " 1921	998.86	.....	.....
Totals—Municipalites		$5,377.24		$191.22
Totals—Companies (from commencement of operations)		5,771.63		.....
Grand Totals		$11,148.87		$191.22

WASDELLS

Statement Showing the Net Charge to Each Municipality in Respect of Power Net Amount Credited or Charged to Each Municipality in Respect of Accumulated Amount Standing as a Charge to

Municipality	Date Commenced Operating	Net Charge at 31st October, 1920
Beaverton	Nov., 1914	$ 5,036.16
Brechin	Jan., 1915	3,622.39
Cannington	Nov., 1914	4,065.25
Kirkfield	June, 1920	121.21
Sunderland	Nov., 1914	3,982.47
Woodville	Nov., 1914	3,656.06
	Totals	$20,483.54

SYSTEM

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon, to 31st October, 1921

Sinking Fund Requirements Paid (or Charged) as part of the Cost of Power		Interest at 4% per Annum allowed on Sinking Fund Requirements which have been paid	Total Sinking Fund Payments to the credit of the Municipality on 31st October, 1921
(a) For Period of	(b) Amount		
2 years ending 31 Oct., 1921.....	$1,227.42	$25.49	$1,252.91
2 " " " 1921.....	840.76	16.75	857.51
2 " " " 1921.....	1,096.53	23.93	1,120.46
.....	.....	.....	.....
2 years ending 31 Oct., 1921.....	1,022.45	20.77	1,043.22
2 " " " 1921.....	998.86	19.31	1,018.17
	$5,186.02	$106.25	$ 5,292.27
(From commencement of operations)	5,771.63	105.61	5,877.24
	$10,957.65	$211.86	$11,169.51

SYSTEM

Supplied to it to 31st October, 1920—Interest Added During the Year, Also the Power Supplied in the Year Ending 31st October, 1921, and the Each Municipality at 31st October, 1921

Interest at 4% per annum added during the Year	Net Amount Credited or Charged in respect of Power Supplied in the Year ending 31st October, 1921		Accumulated Amount Standing as a Charge on 31st October, 1921
Charged	Credited	Charged	Charge
$201.45	$485.62	.....	$4,751.99
144.89	87.09	.....	3,680.19
162.61	582.21	.....	3,645.65
4.85	.....	180.96	307.02
159.30	554.31	.....	3,587.46
146.24	657.22	.....	3,145.08
$819.34	$2,366.45	$180.96	$19,117.39

WASDELLS SYSTEM
Operating
For Year Ending

Interest on Capital Investment	$743.60
Provision for Sinking Fund	219.65
	$963.25

Statement showing Interest and
For the year ending

	Capital Cost	Interest
Beaverton	$5,495.85	$317.14
Brechin	613.25	38.02
Brock Township(Operated by Sunderl'd)	3,541.89	225.03
Woodville	2,748.16	163.41
Totals	$12,399.15	$743.60

Statement showing the Total Sinking Fund and the Total of the Sinking Fund thereon to

	Sinking Fund Requirements	
	Period Covered	Amount
Beaverton	4 years ending 31st October, 1921	$277.70
Brechin	3 years ending 31st October, 1921	43.03
Brock Township (Operated by Sunderland)	3 years ending 31st October, 1921	192.25
Woodville	2 years ending 31st October, 1921	74.70
Totals		$588.38

MUSKOKA
Operating
For year ending

Costs of operation as provided for under Sections 6c and 23 of the Act		
Cost of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc,. including the proportion of Administrative Expenses chargeable to the operation of this System		$11,106.14
Interest on Capital Investment		9,670.16
Provision for Renewal of Generating Plant, Lines, Stations, etc		5,313.27
Provision for Contingencies :—		
By charges against Municipalities	$301.80	
By appropriating the net profits on power sold to Sundry Customers at Muskoka Falls	30.97	332.77
Provision for Sinking Fund :—		
By certain Municipalities which were charged therewith upon the expiry of their five year exemption period		750.60
		$27,172.94

RURAL LINES
Account
31st October, 1921

Revenue—	
Interest and Sinking Fund from the Municipalities which operate the line	$963.25
	$963.25

Sinking Fund charges on each Line
31st October, 1921

Sinking Fund	Total Interest and Sinking Fund Charges	Revenue from Municipalities
$92.08	$409.22	$409.22
11.04	49.06	49.06
67.51	292.54	292.54
49.02	212.43	212.43
$219.65	$963.25	$963.25

requirements in respect of each Line
Payments with Interest allowed
31st October, 1921

Sinking Fund Paid	Interest at 4% per annum allowed on Sinking Fund Payments	Total Sinking Fund Payments and Accumulated Interest to 31st October, 1921
$277.70	$13.04	$290.74
43.03	2.15	45.18
192.95	6.83	199.78
74.70	1.03	75.73
$588.38	$23.05	$611.43

SYSTEM
Account
31st October, 1921

	Revenue for Period	
Collected from Municipalities		$26,420.03
Power sold to Sundry Customers at Muskoka Falls		51.00
		$26,471.03
Add amounts due by certain Municipalities being the difference between sums paid and the costs of power supplied to them in the period	$1,588.59	
Deduct amounts collected from certain Municipalities in excess of the sums required to be paid by them for power supplied in the period	886.68	701.91
Revenue		27,172.94
		$27,172.94

MUSKOKA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Received by the Commission from Each Municipality on Account of such ascertainment (by Annual Adjustment) of the Actual

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Share of Operating	
	To Dec. 31, 1920	From Jan. 1, 1921			Operating Maintenance and Administrative Expenses	Interest
Gravenhurst	$14.00	$15.00	$ 41,699.62	368.2	$3,251.25	$1,897.35
Huntsville	25.00	25.00	170,547.33	839.	7,854.89	7,759.88
Totals—Municipalities			$212,246.95	1,207.2	$11,106.14	$9,657.23
Muskoka Falls—(Sundry customers)			284.01			12.93
Grand Totals			$212,530.96		$11,106.14	$9,670.16

MUSKOKA SYSTEM

Reserve for Contingency Account, 31st October, 1921

Total provision for Contingencies to 31st October, 1920		$1,508.80
Add profit realized upon adjustment of Renewal rates to 31st October, 1920		8.86
Balance brought forward, 31st October, 1920		$1,517.66
Added during the year ending 31st October, 1921—		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$301.80	
Profit on Sales of Power to Sundry Customers at Muskoka Falls	30.97	
Interest at 4% per annum on Monthly Balances to the credit of the account	60.71	
		$393.48
Balance carried forward, 31st October, 1921		$1,911.14

SYSTEM

under Section 23 of the Act—of Power supplied to it by the Commission, the amount Cost, and the Amount Credited or Charged to Each Municipality upon Cost of Power supplied to it in the Year Ending 31st October, 1921

Costs and Fixed Charges.			Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited or charged to each Municipality upon ascertainment of the actual cost of Power by Annual Adjustment		Sinking Fund for the years mentioned hereunder charged as part of the cost of Power in the Year 1920-21
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$1,042.50	$ 92.05	$750.60	$ 7,033.75	$ 5,445.16	.....	$1,588.59	1920–21
4,263.67	209.75	.....	20,088.19	20,974.87	886.68	.....	.....
$5,306.17	$301.80	$750.60	$27,121.94	$26,420.03	$886.68	$1,588.59	
7.10	.....	.....	20.03	51.00	* 30.97	.....	
$5,313.27	$301.80	750.60	$27,141.97	$26,471.03	.....	.....	

* NOTE.—Transferred to Credit of Contingency Reserve.

MUSKOKA SYSTEM

Reserve for Renewals Account, 31st October, 1921

Total provision for Renewals to 31st October, 1920	$28,826.30	
Less reduction upon adjustment of Renewal Rates to 31st October, 1920	8,263.37	
		$20,562.93
Deduct : Expenditures to 31st October, 1920		1,180.12
Balance brought forward, 31st October, 1920		$19,382.81
Added during the year ending 31st October, 1921 :		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$5,306.17	
Provision against equipment in respect of Muskoka Falls	7.10	
Interest at 4% per annum on the monthly balances to the credit of the account	775.31	
		6,088.58
Balance carried forward 31st October, 1921		$25,471.39

MUSKOKA SYSTEM

Statement Showing the Total Sinking Fund Requirements to be met by each Municipality.—Sinking Fund Requirements the Payment of which has been deferred by the Commission under Section 23 of the Act.—Sinking Fund Payments made by Certain Municipalities which have been Operating more than Five Years and the Total of such Sinking Fund Payments, to 31st October, 1921

Municipality	Total Sinking Fund Requirements chargeable to the Municipality under the Act		Sinking Fund Requirements the Payment of which has been Deferred		Sinking Fund Requirements paid (or charged) as part of the Cost of Power		Total Sinking Fund Payments to the credit of the Municipality on 31st October, 1921
	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount	
Gravenhurst	1 yr. end. Oct. 31,1921	$ 750.60			1 yr. end. Oct. 31, 1921	$750.60	$750.60
Huntsville	1 " " " "	3,069.84	1 yr. end. Oct. 31, 1921	$3,069.84			
	Totals	$3,820.44		$3,069.84		$750.60	$750.60

Statement showing the Net Charge to each municipality in respect of Power supplied to it to 31st October, 1920—Adjustments made and Interest added during the Year — also the Net Amount Credited or Charged to each Municipality in respect of Power supplied in the Year ending 31st October, 1921—and the Accumulated Amount standing as a Credit or Charge to each Municipality at 31st October, 1921

Municipality	Date Commenced Operating	Net Charge at 31st October, 1920	Cash Payments and adjustment of Renewals Reserve account during the year	Interest at 4% per annum added during the year		Net amount credited or charged in respect of power supplied in the year ending 31st October 1921		Accumulated amount standing as a credit or charge on 31st October, 1921	
				Credited	Charged	Credited	Charged	Credit	Charge
Gravenhurst	Nov., 1915	$6,175.18	$1,671.83		$180.13		$1,588.59		$6,272.07
Huntsville	Sept., 1916	4,668.33	4,995.43	$76.57		$886.68		$1,290.35	
Totals		$10,843.51	$6,667.26	$76.57	$180.13	$886.68	$1,588.59	$1,290.35	$6,272.07

ST. LAWRENCE SYSTEM

Operating Account, Year Ending October 31st, 1921

Costs of Operation as Provided for under Sections 6c and 23 of the Act		
Power Purchased		$ 46,441.25
Costs of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses, chargeable to the operation of this System		22,818.50
Interest on Capital Investment		31,760.35
Provision for Renewal of Lines, Stations, etc.		20,940.89
Provision for Contingencies :		
By charges against Municipalities	$ 418.59	
By charges against contracts with Private Companies	241.31	
		659.90
Provision for Sinking Fund :		
By certain Municipalities which were charged herewtih upon the expiry of their five-year exemption period	7,809.61	
By charges against contracts with Private Companies which purchased power	2,562.63	
		10,372.24
		$132,993.13

Revenue for Period		
Collected from Municipalities		$ 98,339.84
Power sold to Private Companies		32,966.30
		131,306.14
Add : Amounts due by certain Municipalities, being the difference between sums paid and the Costs of Power supplied to them in the year	$7,993.97	
Deduct : Amounts collected from certain Municipalities in excess of the sums required to be paid by them for power supplied in the year	6,306.98	
		1,686.99
Revenue		132,993.13
		$132,993.13

ST. LAWRENCE

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of Such Cost, upon ascertainment (by Annual Adjustment) of the Actual Cost of

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Cost of Power to Commission	Share of Operating	
	To Dec. 31, 1920	From Jan. 1, 1921				Operating Maintenance and Administrative Expenses	Interest
Alexandria	$65.00	$65.00	$113,824.97	96.2	$1,692.61	$2,443.74	$3,184.01
Apple Hill	60.00	60.00	6,329.44	5.7	100.29	342.49	158.45
Brockville	45.19	55.00	285,809.81	1,073.9	18,894.97	8,362.02	12,771.81
Chesterville	76.73	85.00	68,737.69	150.9	2,655.04	2,211.73	3,094.92
Lancaster	97.00	97.00	41,877.46	6.1	107.33	640.25	764.26
Martintown	54.00	54.00	5,487.23	3.4	59.82	259.68	87.47
Maxville	86.00	86.00	39,693.55	19.6	344.86	1,133.77	1,088.73
Prescott	44.93	55.00	53,750.28	216.1	3,802.22	1,779.47	2,398.87
Williamsburg	50.00	73.89	6,293.86	11.5	202.33	598.44	256.40
Winchester	69.84	85.00	32,908.12	90.9	1,599.36	1,202.42	1,477.66
Totals—Municipalities			$654,712.41	1,674.3	$29,458.83	$18,974.01	$25,282.58
Totals—Companies			154,814.04	965.2	16,982.42	3,844.49	6,477.77
Non-Operating Capital			31,537.75	.....	.....	.....	.....
Grand Totals			$841,064.20		$46,441.25	$22,818.50	$31,760.35

ST. LAWRENCE SYSTEM

Reserve for Contingencies Account, 31st October, 1921

Total provision for Contingencies to 31st October, 1920		$1,092.67
Add profit realized upon adjustment of Renewal Rates to 31st Oct., 1920		1,353.93
Balance brought forward, 31st October, 1920		$2,446.60
Added during the year ending 31st October, 1921—		
Amount charged to Municipalities as part of the Cost of Power delivered to them	$418.59	
Provision against equipment employed in respect of contracts with Sundry Companies $241.31 + $1,000.00	1,241.31	
Interest at 4% per annum on the monthly balances to the credit of the account	97.86	
		1,757.76
		$4,204.36
Deduct :		
Expenditures during the year ending 31st October, 1921		831.71
Balance carried forward, 31st October, 1921		$3,372.65

SYSTEM

Section 23 of the Act—of Power Supplied to it by the Commission—The Amount and the Amount remaining to be Credited or Charged to Each Municipality Power Supplied to it in the Year Ending 31st October, 1921

Costs and Fixed Charges.			Loss from Sale of Power to Companies charged to the Municipalities in proportion to their Maintenance Costs	Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited or charged to each Municipality upon ascertainment of the actual cost of Power by Annual Adjustment		Sinking Fund for the years mentioned hereunder charged as part of the cost of Power in the Year 1920-21
Renewals	Contingencies	Sinking Fund				Credited	Charged	
$2,099.35	$24.05	.....	$168.52	$9,612.28	$6,122.27	$.....	$3,490.01	.....
104.47	1.43	.....	18.83	725.96	327.50	.....	398.46	.....
8,420.97	268.46	$4,970.18	656.94	54,345.35	57,154.72	2,809.37	.....	1919–20
2,040.61	37.73	1,224.36	173.10	11,437.49	12,668.95	1,231.46	.....	1920–21
503.91	1.53	.....	42.27	2,059.55	594.92	.....	1,464.63	.....
57.67	.85	.....	12.22	477.71	181.80	.....	295.91	.....
717.85	4.90	.....	80.37	3,370.48	1,591.65	.....	1,778.83	.....
1,581.67	54.03	949.01	131.30	10,696.57	11,444.33	747.76	.....	1920–21
169.05	2.88	81.49	40.56	1,351.15	785.02	.....	566.13	1919–20
974.28	22.73	584.57	89.27	5,950.29	7,468.68	1,518.39	.....	1920–21
$16,669.83	418.59	7,809.61	$1,413.38	$100,026.83	$98,339.84	$6,306.98	$7,993.97	
4,271.06	241.31	2,562.63	1,413...	32,969.30	32,966.30			
.....	.....	.....	.....	.....	.....			
$20,940.89	$659.90	$10,372.24	.....	$132,993.13	$131,306.14			

ST. LAWRENCE SYSTEM

Reserve for Renewals Account, 31st October, 1921

Total provision for Renewals, 31st October, 1920	$70,820.40	
Less reduction upon adjustment of Renewal Rates to 31st October, 1920	17,709.88	
		$53,110.52
Deduct expenditures to 31st October, 1920		1,909.73
Balance brought forward, 31st October, 1920		51,200.79
Added during the year ending 31st October, 1921—		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	16,669.83	
Provision against equipment employed in respect of contracts with Private Companies	4,271.06	
Interest at 4% per annum on the monthly balances to the credit of the account	2,048.03	
Renewal Reserve provided on second-hand equipment purchased from other Systems	2,962.57	
		25,951.49
		$77,152.28
Expenditures during the year ending 31st October, 1921		792.91
Balance carried forward, 31st October, 1921		$76,359.37

ST. LAWRENCE

Statement Showing the Total Sinking Fund Requirements to be met by each Municipality under the Commission under Section 23 of the Act.—Sinking Fund Payments made and the Total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund Requirements Chargeable to the Municipality under the Act		Sinking Fund Requirements the Payment of which has been deferred	
	(a) For Period of	(b) Amount	(a) For Period of	(b) Amount
Alexandria	1 yr. ending 31 Oct. 1921	$ 1,259.61	1 yr. ending 31 Oct. 1921	$ 1,259.61
Apple Hill	1 " " " 1921	62.68	1 " " " 1921	62.68
Brockville	2 " " " 1921	10,022,76	1 " " " 1921	5,052.58
Chesterville	2 " " " 1921	2,456.36	.....	.....
Lancaster	1 " " " 1921	302.35	1 " " " 1921	302.35
Martintown	1 " " " 1921	34.60	1 " " " 1921	34.60
Maxville	1 " " " 1921	430.71	1 " " " 1921	430.71
Prescott	2 " " " 1921	1,879.01	.....	.....
Williamsburg	2 " " " 1921	182.92	1 yr. ending 31 Oct. 1921	101.43
Winchester	2 " " " 1921	1,145.33	.....	.....
Totals—Municipalities		$17,776.33		$7,243.96
Totals—Companies (from commencement of operations)		4,479.54		.....
Grand Totals		$22,255.87		$7,243.96

ST. LAWRENCE

Statement Showing the Net Charge to each Municipality in respect of Power Supplied during the Year ; also the Net Amount Credited or Charged to each October, 1921, and the Accumulated Amount Standing

Municipality	Date Commenced Operating	Net Charge at 31st October, 1920
Alexandria	Jan., 1921	.....
Apple Hill	April, 1921	.....
Brockville	April, 1915	$14,321.99
Chesterville	Mar., 1914	8,897.63
Lancaster	May, 1921	.....
Martintown	May, 1921	.....
Maxville	Feb., 1921	.....
Prescott	Dec., 1913	4,165.32
Williamsburg	April, 1915	1,547.94
Winchester	Jan., 1914	5,337.33
Totals	.....	$34,270.21

SYSTEM

pality.—Sinking Fund Requirements, the Payment of which has been deferred by by Certain Municipalities which have been Operating more than Five Years Interest Allowed thereon to October 31, 1921.

Sinking Fund Requirements Paid (or Charged) as part of the Cost of Power		Interest at 4% per Annum allowed on Sinking Fund Requirements which have been paid	Total Sinking Fund Payments and Accumulated Interest to the credit of the Municipality on 31st October, 1921
(a) For Period of	(b) Amount		
.....	.....	.....	.....
.....	.....	.....	.....
1 year ending 31 Oct., 1920.....	$ 4,970.18	.....	$ 4,970.18
2 " " " 1921.....	2,456.36	$49.28	2,505.64
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
2 years ending 31 Oct., 1921.....	1,879.01	37.20	1,916.21
1 " " " 1920.....	81.49	.....	81.49
2 " " " 1921.....	1,145.33	22.43	1,167.76
	$10,532.37	$108.91	$10,641.28
(From commencement of operations)	4,479.54	76.68	4,556.22
	$15,011.91	$185.59	$15,197.50

SYSTEM

to it to 31st October, 1920 ; the Cash Receipts, Adjustments made and Interest Added Municipality in respect of Power Supplied in the Year ending 31st as a Charge to each Municipality at 31st October, 1921

Cash Receipts on Account of such Charges also Adjustments of Renewals Reserve made during the Year.	Interest at 4% per annum added during Year	Net Amount Credited or Charged in respect of Power Supplied in the Year Ending 31st October, 1921		Accumulated Amount standing as a Charge on 31st October, 1921
Charged	Charged	Credited	Charged	Charge
.....	.....	.....	$3,490.01	$3,490.01
.....	.....	.....	398.46	398.46
$7,724.44	$263.90	$2,809.37	.....	4,052.08
3,272.87	224.99	1,231.46	.....	4,618.29
.....	.....	.....	1,464.63	1,464.63
.....	.....	.....	295.91	295.91
.....	.....	.....	1,778.83	1,778.83
2,902.35	50.52	747.76	.....	565.73
1,547.94	.....	.....	566.13	566.13
2,530.46	117.19	1,518.39	.....	1,405.67
$17,978.06	$656.60	$6,306.98	$7,993.97	$18,635.74

ST. LAWRENCE RURAL LINES

Operating Account for Year Ending 31st October, 1921

Interest on Capital Investment....	$540.83	REVENUE :	
Provision for Renewals.....	10.12	Interest, Renewals and Sinking Fund Collected	$811.03
Provision for Sinking Fund.....	195.11		
	$746.06		$811.03
		Surplus.....	$64.97

Statement Showing Interest, Renewals and Sinking Fund Charges for Year Ending 31st October, 1921

	Capital Cost	Interest	Renewals	Sinking Fund	Total Int. and Fixed Charges	Revenue from Municipalities	Net Surplus for Year
Brockville...	$10,586.50	$529.33	.....	$190.56	$719.89	$719.89	.....
Lines Operated by Hydro-Electric Power Commis'on							
Chesterville Dist..	505.78	11.50	$10.12	4.55	26.17	91.14	64.97
Non-Operating Capital	2,037.05	.....	.....	.....	.....	.....	.....
Totals..	$13,129.33	$540.83	$10.12	$195.11	$746.06	$811.03	$64.97

RIDEAU SYSTEM

Operating Account for Year Ending 31st October, 1921

Costs of Operation as Provided for under Sections 6c and 23 of the Act	
Power Purchased	$ 5,077.20
Cost of operating and maintaining Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses, chargeable to the operation of this System	16,989.79
Interest on Capital Investment	47,216.24
Provision for Renewal of Generating Plant, Lines, Stations, etc.	19,197.81
Provision for Contingencies	532.90
	$89,013.94

Revenue for Period	
Collected from Municipalities	$90,502.30
Deduct amounts collected from Municipalities in excess of the sums required to be paid by them for power supplied in the period	1,488.36
Revenue	89,013.94
	$89,013.94

RIDEAU

Statement Showing the Amount to be Paid by Each Municipality as the Cost— Received by the Commission from Each Municipality on Account of such upon ascertainment (by Annual Adjustment) of the Actual

Municipality	Interim Rates per Horse Power collected by Commission during Year		Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horse Power Supplied in Year after Correction for Power Factor	Cost of Power to Commission
	To Dec. 31, 1920	From Jan., 1, 1921			
Carleton Place	$44.95	$44.00	$371,679.85	730.0	$1,738. 69
Lanark	.....	92.50	10,019.85	3.2	7.62
Perth	41.80	45.00	268,832.86	524.1	1,248.28
Smith's Falls	38.32	40.00	394,953.44	874.4	2,082.61
Totals			$1,045,486.00	2,131.7	$5,077.20
Non-Operating Capital	.....	.....	28,518.45	.....	.....
Grand Totals	.....	.....	$1,074,004.45	2,131.7	$5,077.20

RIDEAU SYSTEM

Reserve for Contingencies Account, 31st October, 1921

Balance brought forward, 31st October, 1920		$ 625.39
Added during the year ending 31st October, 1921—		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$532.90	
Interest at 4% per annum on monthly balances to the credit of the account	25.02	
		557.92
Balance carried forward, 31st October, 1921		$1,183.31

SYSTEM

Under Section 23 of the Act—of Power Supplied to it by the Commission, the Amount Cost, and the Amount Remaining to be Credited to Each Municipality Cost of Power Supplied to it in the Year Ending 31st October, 1921

Share of Operating Costs and Fixed Charges				Total Cost of Power for Year as provided to be Paid under Section 23 of Act	Amounts Paid to the Commission by Each Municipality	Amounts remaining to be credited to each Municipality upon ascertainment of the actual cost of Power by Annual Adjustment
Operating Maintenance and Administrative Expenses	Interest	Renewals	Contingencies			
$5,879.94	$16,911.44	$6,876.08	$182.50	$31,588.65	$32,247.24	$ 658.59
81.39	102.54	41.69	.80	234.04	299.08	65.04
4,356.70	12,231.89	4,973.40	131.00	22,941.27	23,252.99	311.72
6,671.76	17,970.37	7,306.64	218.60	34,249.98	34,702.99	453.01
$16,989.79	47,216.24	$19,197.81	$532.90	$89,013.94	$90.502.30	$1,488.36
.....	.....	.....	.....	.....	.....	.....
$16,989.79	$47,216.24	$19,197.81	$532.90	$89,013.94	$90,502.30	$1,488.36

RIDEAU SYSTEM

Reserve for Renewals Account, 31st October, 1921

Total provision for Renewals to 31st October, 1920		$21,822.21
Less reduction upon adjustment of Renewal Rates to 31st October, 1920		3,358.10
Balance brought forward, 31st October, 1920		$18,464.11
Added during the year ending 31st October, 1921—		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$19,197.81	
Interest at 4% per annum on the monthly balances to the credit of the account	738.56	
Renewals Reserve provided on second-hand equipment purchased from other Systems	72.50	
		20,008.87
		38,472.98
Expenditures during the year ending 31st October, 1921		107.51
Balance carried forward, 31st October, 1921		$38,365.47

RIDEAU

Statement Showing the Net Credit or Charge to each Municipality in respect of Power Adjustments made and Interest Added during the Year ; also the Net Amount the Accumulated Amount standing as

Municipality	Date Commenced Operating	Net Credit or Charge at 31st October, 1920	
		Credit	Charge
Carleton Place	May, 1919	$5,214.13	.....
Lanark	Sept., 1921	.....	.....
Perth	Feb., 1919	.....	$5,294.31
Smith's Falls	Sept., 1918	.....	700.04
Totals		$5,214.13	$5,994.35

SYSTEM

Supplied to it to 31st October, 1920, the Cash Receipts and Payments thereon, Credited to each Municipality in the Year ending 31st October, 1921, and a Credit or Charge to Each Municipality at 31st October, 1921

Cash Receipts and Payments on Account of such Credits and Charges also amount credited upon adjustment of Renewals Reserve during the Year		Interest at 4% per annum added during Year		Net Amount Credited in respect of Power Supplied in the Year Ending 31st October, 1921	Accumulated Amount standing at the Credit or Charge on 31st October, 1921	
Credited	Charged	Credited	Charged	Credited	Credit	Charge
.....	$5,214.13	$149.99	.....	$ 658.59	$ 808.58	.....
.....	.....	.....	.....	65.04	65.04	.....
$1,062.99	.....	.....	$169.25	311.72	.....	$4,088.85
2,823.47	.....	55.62	.....	453.01	2,632.06	.....
$3,886.46	$5,214.13	$205.61	$169.25	$1,488.36	$3,505.68	$4,088.85

THUNDER BAY

OPERATING ACCOUNT FOR YEAR

COSTS OF OPERATION		
Power Purchased		$ 13,079.59
Costs of operating and maintaining the Generating Plant, Transmission Lines, and Stations; including the proportion of Administrative Expenses chargeable to the operation ofthis System		45,420.32
Interest on Capital Investment (as detailed below)		177,999.88
		$236,499.79
Details of Interest—		
One-half of total interest at 5% per annum, on new Development, Lines and Stations for the broken period, 21st December, 1920, to 31st May, 1921, in which both construction and operation were carried on (the remaining half of such interest being capitalized)	$ 56,602.61	
Interest at 5% per annum on the amount invested in the new Development, Lines and Stations (excepting the permanent dam which was under construction and not operating) for the period 1st June, 1921, to 31st October, 1921	116,007.67	
Interest at 4.55% per annum on capital cost of old Station Line for year ending 31st October, 1921	5,389.60	
		$177,999.88

THUNDER BAY

Statement Showing the Costs of Power Purchased, Operation, Administration and for Power Delivered at the Interim Rate of $25.00 per Horse Power, and from Contract in the Year Ending 31st October, 1921; also the Balance of the City of Port Arthur and Other Power

Municipality or Company	Rates per charged during year	† Capital Cost of System as at 31st Oct., 1921	Average Horsepower supplied in year	Cost of Power Purchased
Port Arthur	$25.00	$6,466,158.12	7,030.2	$13,079.59
*Nipigon Fibre & Paper Co., Ltd.	24.00		3,503.1	

* Operating May 1st to October 31st, 1921.

† Capital Cost as at 31st October, 1921 :

New Development, Lines and Stations	$6,347,705.45
Old Lines and Station	118,452.67
	$6,466,158.12

SYSTEM

ENDING 31st OCTOBER, 1921

REVENUE FOR PERIOD	
Collected from City of Port Arthur, at rate of $25.00 per Horse Power	$175,753.39
Receivable from Nipigon Fibre and Paper Company, Limited, for power sold under contract	42,037.57
Total Revenue	$217.790.96
Portion of Interest deferred and collectable out of future revenue from the City of Port Arthur and other Power Customers on the System	18,708.83
	$236,499.79

SYSTEM

Interest (as detailed below); and the Revenue received from the City of Port Arthur the Nipigon Fibre and Paper Company, Limited, for Power Sold under Interest Account remaining to be Collected out of Future Revenue from Customers on the System, as at 31st October, 1921

Operating, Maintenance and Administrative Expenses	Total Cost of Power Purchased, Operation and Administration	Revenue Received	Excess of Revenue over cost of power, operation and administration	Interest (as detailed below)	Balance of Interest deferred and collectable out of future Revenue
$45,420.32	$58,499.91	$175,753.39 42,037.57 $217,790.96	$159,291.05	$177,999.88	$18,708.83

Details of Interest :

One-half of total interest, at 5% per annum, on new Development, Lines, and Stations for the broken period, 21st December, 1920, to 31st May, 1921, in which both construction and operation were carried on (the remaining half of such interest being capitalized)	56,602.61	
Interest at 5% per annum on the amount invested in the new Development, Lines and Stations (excepting the permanent dam which was under construction and not operating) for the period 1st June, 1921, to 31st October, 1921	116,007.67	
Interest at 4.55% per annum on capital cost of old Station and Line for year ending 31st October, 1921	5,389.60	
		$177,999.88

THUNDER BAY SYSTEM

RESERVE FOR CONTINGENCIES ACCOUNT, 31st OCTOBER, 1921

Balance brought forward, 31st October, 1920	$4,254.48
Added during the year ending 31st October, 1921—	
Total	$4,424.66
Interest at 4% per annum on the balance to the credit of the account	170.18

THUNDER BAY

Statement Showing the Total Sinking Fund Requirements of the City of Port Total of such Sinking Fund Payments with

Municipality	Sinking Fund Requirements	
	Period Covered	Amount
Port Arthur	10 years ending 31st October, 1920	$17,437.40

NOTE.—No Sinking Fund charged against operations in the year ending 31st October, 1921,
1. The Commission are arranging for the sale to Port Arthur of the original line
2. The new Nipigon Development was under construction and incomplete up to

THUNDER BAY

Statement Showing the Net Credit to the City of Port Arthur in Respect of Power of such Credits Applied by the Commission in Part Payment of Power Bills

Municipality	Date Commenced Operating	Net Credit at 31st October, 1920
Port Arthur	Dec., 1910	$28,578.18

THUNDER BAY SYSTEM

RESERVE FOR RENEWALS ACCOUNT, 31st OCTOBER, 1921

Total provision for renewal of (original) station and lines to 31st October, 1920.....	$39,723.42
Deduct : Expenditures to 31st October, 1920.....	9.75
	$39,713.67
Added during year ending 31st October, 1921 :	
Interest at 4% per annum on the balance to the credit of the account.....	1,588.55
Total.....	$41,302.22

NOTE.—No provision for renewals charged against operations in the year ending 31st October, 1921, for the following reasons :

1. Use of the original station and lines by the Commission discontinued 20th December, 1920, and it is proposed to sell this plant to Port Arthur at the book values of 31st October, 1920.
2. New Nipigon Development under construction and incomplete up to 31st October, 1921.

SYSTEM

Arthur to 31st October, 1920 ; Sinking Fund Payments made by it, and the Interest allowed thereon to 31st October, 1921

Sinking Fund Paid		Interest at 4% per annum allowed on Sinking Fund Payments	Total Sinking Fund Payment and Accumulated Interest to 31st October, 1921
Period Covered	Amount		
Full period	$17,437.40	$3,827.46	$21,264.86

for the following reasons :
and station at the book values of 31st October, 1920.
31st October, 1921.

SYSTEM

Supplied to it to 31st October, 1920 ; Interest Added during the Year, and the Total Owing by Port Arthur in the Year Ending 31st October, 1921

Interest at 4% per annum credited during the year	Total	Applied in part payment of power bills owing
$1,143.13	$29,721.31	$29,721.31

CENTRAL ONTARIO AND NIPISSING SYSTEMS

The following Balance Sheet and Operating Account relate to the Systems known as "Central Ontario" and "Nippissing" which together serve electrical energy to 54 municipalities and companies. The Central Ontario system extends from the municipality of Whitby on the west to and including the city of Kingston on the east and as far north as Lindsay. The Nipissing system supplies the town of North Bay and vicinity. These systems were purchased by the Provincial Government, as at the 1st of March, 1916, from the Electric Power Company, Limited, which owned or controlled the capital stock of 22 subsidiary companies, the purchase price being the sum of $8,350,000, payable in ten years, secured by a Government Bond issue bearing interest at four per cent per annum.

Since the acquisition of these properties, and their transfer to the Commission to operate in trust for the Government, it has been found necessary to enlarge, extend and improve the Systems to meet the increasing demands for electric service.

The operation of these two systems entails the generation, transformation and transmission of electrical energy to 34 municipalities, and 20 companies, and in addition thereto the operation of four gas plants—at Peterborough, Oshawa, Cobourg and Napanee*—the Cobourg Waterworks, the Peterborough Street Railway, the Campbellford Pulp Mill and certain pulpwood Limits connected therewith.

With the exception of thirteen municipalities, namely, Bloomfield, Havelock, Kingston, Lakefield, Madoc, Marmora, Norwood, Omemee, Peterborough, Picton, Stirling, Wellington and Whitby, eleven of which were connected to the System subsequent to the date of purchase, the whole property, local and otherwise, is operated and maintained by the Commission. Although the ownership of the whole plant is vested in the province (except the thirteen local Systems of the Municipalities mentioned) precisely the same methods, with respect to the control of rates, operation, maintenance, and provision for renewal of plant and equipment, are applied, as appertain to other Systems controlled and operated by the Commission.

An Annual Adjustment of the System's Capital Cost and Expenses is made and those municipalities operating their own Utilities and which have contracts for power to be supplied at cost, receive an additional charge or credit—as the case may be—on account of Power Cost as ascertained by this adjustment, just as is done in the case of the Municipalities comprising the Niagara System and other Systems.

*The Napanee gas plant was closed down permanently in September, 1921.

CENTRAL ONTARIO AND NIPISSING SYSTEMS

ACCOUNTS

Statement of Assets and Liabilities, 31st October, 1921.

Operating Account for Year Ending, 31st October, 1921.

Statement Showing Amount to be Paid by Municipalities as Cost of Power.

Reserve for Contingencies Account, 31st October, 1921.

Reserve for Renewals Account, 31st October, 1921.

Statement Showing Net Credit or Charge to Each Municipality in Respect of Power Supplied.

Statement Respecting Rural Lines.

CENTRAL ONTARIO

Operated

THE HYDRO-ELECTRIC POWER
STATEMENT OF ASSETS AND

ASSETS.

Central Ontario :		
Power Developments and Hydraulic Rights	$5,065,976.64	
Transformer Stations	1,118,381.09	
Transmission Lines	1,726,421.05	
		$7,910,778.78
Local Utilities—Electric, Gas, Water and Street Railway		2,369,495.58
Nipissing :		
Power Development and Steam Plant	419,734.42	
Transformer Stations	35,492.22	
Transmission Lines	43,322.00	
		498,548.64
Local Utilities—Electric		184,236.23
Rural Lines		31,321.96
Pulpmill and Pulpwood Areas		509,114.50
		$11,503,495.69
Investments :		
Debentures of the Town of Trenton, re sale of Waterworks	20,003.56	
Debentures of the Town of Napanee, re sale of Property and Water Privileges	12,499.15	
		32,502.71
Cash in Bank		4,780.95
Inventories :		
Tools and Equipment	56,108.25	
Material and Supplies	445,676.00	
		501,784.25
Accounts Receivable :		
Power and Pulpmill Accounts	81,435.28	
Consumers' Supply—Sales Accounts	33,476.74	
Consumers' Light and Power Accounts	32,712.79	
	147,624.81	
Less : Reserve for Doubtful Accounts	7,251.70	
	$140,373.11	
Balances due by certain Municipalities in respect of the costs of Power supplied to them as provided to be paid under their contracts with the Commission	48,066.46	
Due by Municipalities in respect of the operation of Rural Lines	10,899.09	
		199,338.66
Expenses Prepaid		5,026.78
Deferred Maintenance, re insulation of Transmission Lines, chargeable to future Operations		42,838.87
Operating Deficit		168,930.15
		$12,458,698.06

SYSTEM

by

COMMISSION OF ONTARIO
LIABILITIES, 31st OCTOBER, 1921

LIABILITIES

Provincial Treasurer :		
Purchase Price of System	$8,350,000.00	
Debentures issued in connection with purchase of Bruton Township Pulpwood area	225,000.00	
Cash Advances	2,698,712.78	
		$11,273,712.78
Due to Hydro-Electric Power Commission of Ontario		18,638.43
Accounts Payable and Accrued Charges	64,447.85	
Consumers' Deposits	10,734.26	
Unearned Water Rates	2,940.00	
		78,122.11
Balances due to certain Municipalities in respect of amounts paid by them in excess of the cost of Power supplied to them as provided to be paid under their contracts with the Commission		7,180.07
Reserve for Renewals		1,044,426.52
Reserve for Contingencies		7,952.61
Reserves for Sinking Fund :		
For retirement of Bonds issued in purchase of Bruton Township Pulpwood Areas	24,955.66	
For repayment of cost of Mill at Bancroft	1,862.23	
In respect of Rural Lines	1,847.65	
		28,665.54
		$12,458,698.06

CENTRAL ONTARIO

OPERATING ACCOUNT FOR

Cost of Operations		
Power Department :		
Power Purchased	$14,428.46	
Cost of Operating and Maintaining Generating Plants, Transmission Lines, Stations, etc., including rentals of water powers, and the proportion of administrative expenses chargeable to the operation of the Power Department.	364,182.95	
Interest on Capital Investment	332,795.23	
Provision for Renewal of Generating Plants, Lines, Stations, etc	128,933.13	
Provision for Contingencies	27,539.11	
		$867,878.88
Utilities :		
Cost of Operating and Maintaining Electric Light Distribution Systems, Gas Systems, Water Systems and the Peterboro Street Railway, including all materials and supplies purchased and the proportion of administrative expenses chargeable to the operation of these Utilities..	456,597.65	
Interest on Capital Investment	112,079.98	
Provision for Renewal of Plants and Equipment	72,920.13	
		641,597.76
Total Cost of Operation of Power Department and Utilities		1,509,476.64
Costs of operating the "Oshawa" Rural Lines, including power supplied, operating expenses, interest, renewals and sinking fund		10,741.69
Net Loss for year on operation of Pulp Mill, and Bruton Township Pulpwood Areas		17,693.84
		$1,537,912.17
		SURPLUS
Debit Balance brought forward, 31st October, 1920		$ 167,530.90
Further provision for water rentals accrued for the period 1st March, 1916, to 31st October, 1920		11,722.67
Balances due to certain Municipalities in respect of amounts paid by them in the two years ending 31st October, 1920, in excess of the cost of power supplied to them as provided to be paid under their contracts with the Commission		2,312.21
Net Operating Deficit for year ending 31st October, 1920		42,674.03
		$224,239.81

SYSTEM

YEAR ENDING 31st OCTOBER, 1921

REVENUE		
Power sold to Private Companies and certain Municipalities....	$255,250.56	
Power supplied to certain other Municipalities at cost in accordance with their contracts with the Commission.....	139,232.01	
Power supplied at cost to the Peterboro Street Railway and the Campbellford Pulp Mill.....	45,052.50	
		$ 439,535.07
Light and Power sold to Consumers on the twenty Electric Light Distribution Systems.....		674,019.43
Gas sold to Consumers on four Gas Systems and sales of by-products.....		204,849.62
Water sold to Consumers on one Water System.....		32,481.92
Revenue from Peterboro Street Railway.....		100,816.37
Total Revenue from Power Department and Utilities.....		1,451,702.41
Revenue from the operation of the "Oshawa" Rural Lines, including the balances receivable from the Municipalities under their contracts with the Commission.....		10,741.69
Net Profit on sales of equipment and supplies.....		32,794.04
Total Revenue.....		1,495,238.14
Net Operating Deficit for year.....		42,674.03
		$1,537,912.17

ACCOUNT

Balances due by certain Municipalities in respect of the costs of power supplied to them in the two years ending 31st October, 1920, as provided to be paid under their contracts with the Commission.....	$ 46,774.00
Balance due by certain Municipalities in respect of the operation of the "Oshawa" Rural Lines to 31st October, 1920.....	8,535.66
Balance—as shown on statement of Assets and Liabilities.....	168,930.15
	$224,239.81

CENTRAL ONTARIO

Statement Showing the Amount to be Paid by Each of the following Municipalities Amount Received by the Commission from Each Municipality on Account upon Ascertaining, by Annual Adjustment, the Actual Cost of

Municipality	Interim Rates per Horsepower collected by Commission during year	Share of Capital Cost of System on which Interest and Fixed Charges are Payable	Average Horsepower supplied in year after Correction Power Factor	Share of Operating Maintenance and Administrative Expenses
Bloomfield	$66.16	$ 24,879.95	33.4	$ 764.14
Havelock	68.00	25,088.58	16.4	986.89
Lakefield	36.36	46,144.58	110.8	1,883.82
Marmora	53.70	8,040.00	11.4	470.06
Norwood	42.00	6,587.94	9.0	563.46
Peterboro	22.50	924,866.02	4,613.7	40,810.98
Picton	64.14	148,242.18	269.6	4,054.64
Wellington	52.76	34,810.52	69.3	1,081.52
*Whitby	29.00	94,713.00	397.6	4,875.30
		$1,313,372.77	5,531.2	$55,490.81

* Contract with Municipality of Whitby not yet signed.

CENTRAL ONTARIO SYSTEM

RESERVE FOR CONTINGENCIES ACCOUNT, 31st OCTOBER, 1921

Balance brought forward, 31st October, 1920		$10,763.90
Added during the year ending 31st October, 1921—		
By charges against operations	$27,539.11	
Interest at 4% per annum on the monthly balances to the credit of the account	414.09	
		27,953.20
		$38,717.10
DEDUCT :		
Expenditures to cover contingencies met with during the year ending 31st October, 1921		30,764.49
Balance carried forward, 31st October, 1921		$7,952.61

SYSTEM

as the Cost of Power Supplied to it under its Contract with the Commission, the of such Cost, and the Amount Credited or Charged to Each Municipality Power Supplied to it in the Year ending 31st October, 1921

Operating Cost and Fixed Charges			Total Cost of Power for year as provided to be paid under Contracts	Amounts paid to the Commission by each Municipality	Amount Credited or Charged to each Municipality upon ascertaining the Cost of Power by Annual Adjustment	
Interest	Renewals	Contingencies			Credited	Charged
$ 1,078.34	$553.24	$ 30.34	2,426.06	$ 2,209.71	$	$ 216.35
1,177.42	451.13	14.90	2,630.34	2,861.66	231.32	.....
1,992.58	930.91	100.65	4,907.96	4,028.38	.....	879.58
379.18	146.50	10.35	1,006.09	1,849.51	843.42	.....
291.27	110.15	8.17	973.05	1.105.82	132.77	.....
39,939.54	14,198.69	4,191.04	99,140.25	100,065.38	925.13	.....
6,425.75	3,212.74	244.90	13,938.03	17,517.69	3,579.66	.....
1,508.73	741.88	62.95	3,395.08	3,657.56	262.48	.....
4,062.57	1,516.10	361.18	10,815.15	11,290.12	474.97	.....
$56,855.38	$21,861.34	$5,024.48	$139,232.01	$144,585.83	$6,449.75	$ 1,095.93

CENTRAL ONTARIO SYSTEM

RESERVE FOR RENEWALS ACCOUNT, 31st OCTOBER, 1921

Total provisions for Renewals to 31st October, 1920		$832,672.12
DEDUCT :		
Expenditures to 31st October, 1920		20,162.37
Balance brought forward 31st October, 1920		$812,509.75
Added during the year ending 31st October, 1921—		
By Charges against Operations	$208,328.47	
Interest at 4% per annum on the monthly balances to the credit of the account	32,441.76	
		240,770.23
		$1,053,279.98
DEDUCT :		
Expenditures during the year ending 31st October, 1921		8,853.46
Balance carried forward, 31st October, 1921		$1,044,426.52

CENTRAL ONTARIO

Statement Showing the Net Credit or Charge to Each Municipality in respect of and 1921, Interest Added to 31st October, 1921, and the Accumulated

Municipality	Date Commenced Operating	Amount Credited or Charged in respect of Power supplied in the year ending 31st October, 1919		Amount Credited or Charged in respect of Power supplied in the year ending 31st October, 1920	
		Credited	Charged	Credited	Charged
Bloomfield	April., 1919	.....	$ 548.17	.....	$ 307.73
Havelock	Feb., 1921	.....	.....	.....	.....
Lakefield	Aug., 1920	.....	.....	.....	212.03
Marmora	Jan., 1921	.....	.....	.....	.....
Norwood	Feb., 1921	.....	.....	.....	11.36*
Peterboro	Mar., 1916	.....	20,071.16	.....	19,108.23
Picton	April, 1919	.....	1,890.94	4,278.78	.....
Wellington	April, 1919	.....	619.68	34.13	.....
†Whitby	Mar., 1916	.....	3,873.98	.....	1,051.24
OSHAWA RURAL DISTRICT Whitby Township..... East Whitby Twp.... Pickering.....	April, 1918	.....	$5,229.90	.....	$3,116.55

* Preliminary Engineering Services only.
† Contract with Municipality of Whitby not yet signed.

RURAL

Municipality	Capital Cost	Cost of Power	Operating Maintenance and Administration Expenses
OSHAWA RURAL DISTRICT— East Whitby Township..... Whitby " ..... Pickering "	$49,501.81	$2,548.00	$2,252.69

SYSTEM

Power Supplied to it in Each of the Three Years Ending 31st October, 1919, 192
Amount Standing as a Credit or Charge to Each Municipality at 31st October, 1921

Amount Credited or charged in respect of power supplied in the year ending 31st October, 1921		Interest on such Credits and Charges to 31st October, 1921		Accumulated amount standing as a Credit or Charge on 31st October, 1921	
Credited	Charged	Credited	Charged	Credited	Charged
.....	$216.35	.....	$ 57.04	.....	$1,129.29
$231.32	.....	.....	.....	231.32	.....
.....	879.58	.....	8.48	.....	1,100.09
843.42	.....	.....		843.42	.....
132.77	.....	.....	.45	120.96	.....
925.13	.....	.....	2,402.13	.....	40,656.39
3,579.66	.....	$16.87	.....	5,984.37	.....
262.48	.....	.....	49.20	.....	372.27
474.97	.....	.....	358.17	.....	4,808.42
				$7,180.07	$48,066.46
.....	$2,022.01	.....	$530.63	.....	$10,899.09

LINES

Fixed Charges			Instalments paid on Bonds issued by Townships	Total Cost of Power Operating Expenses and Fixed Charges	Revenue from Consumers	Amount remaining to be charged to the Municipalities
Interest	Renewals	Sinking Fund				
$2,872.31	$1,978.15	$562.93	$527.61	$10,741.69	$8,719.68	$2,022.01

THOROLD

STATEMENT OF ASSETS AND

ASSETS

Transmission and Distribution System, Contracts, Franchises and Goodwill	$101,331.09
Due by Consumers in respect of Power Accounts	8,907.46
Due by Hydro-Electric Power Commission of Ontario	55,979.20
	$166,217.75

THOROLD

OPERATING ACCOUNT FOR

Cost of Operation

Power Purchased	$31,720.21
Cost of Operating and Maintaining Transmission Lines and Stations, including the proportion of Administrative Expenses chargeable to the operation of this System	961.34
Interest	3,517.40
Provision for Renewal of Lines and Stations	952.12
Provision for Sinking Fund	1,932.23
	$39,083.30
Operating Profit for year	43,966.85
	$83,050.15

Surplus

Appropriated for the purpose of providing additional Sinking Fund Reserves against the Commission's investment in the intangible assets of the System consisting of Contracts, Franchises and Goodwill	$ 57,568.88
	$57,568.88

SYSTEM

LIABILITIES, 31st OCTOBER, 1921

LIABILITIES.	
Hydro-Electric Power Commission :	
Bonds issued to cover purchase price	$100,000.00
Sinking Fund Reserves—	
In respect of the investment in Transmission and Distribution System	847.83
In respect of the investment in intangible assets consisting of Contracts, Franchises, and Goodwill	62,550.13
Reserve for Renewals	2,819.79
	$166,217.75

SYSTEM

YEAR ENDING 31st OCTOBER, 1921

Revenue for Period	
Power supplied to Municipality of Thorold at the interim rate of $22.25 per Horsepower (plus standby charge for waterworks) pending [the ascertainment of actual cost of delivering power from the Generating Plant of the Ontario Power Company	$6,982.72
Power sold to Private Companies	72,292.66
Commissions (or Royalties) received from the Ontario Power Company of Niagara Falls on power sold by it to power customers in Thorold District	3,774.83
	$83,040.15

Account	
Surplus brought forward 31st October, 1920	$13,602.03
Operating Profit for year	43,966.85
	$57,568.88

ONTARIO POWER COMPANY

The Ontario Power Company of Niagara Falls including the Ontario Transmission Company, Limited, were purchased by the Commission under the authority of the Legislature (7 Geo. V., cap. 20), and with the express approval of the Hydro-Electric municipalities of the Niagara zone. The plant has been operated by the Commission since August 1st, 1917. The statements submitted herewith show the Balance Sheet as of October 31st, 1921, the Operating Report for the year ending on that date, and a digest of the Appropriation Account showing the distribution of the surplus earnings, and the net surplus transferred to the Balance Sheet.

The Operating Statement for the year ending October 31st, 1921, shows a surplus of $362,456.46, after providing for all costs of operation, exchange, discount on bonds, bond and other interest charges, and an adequate yearly provision for renewal of the plant. This sum is augmented by the credit balance brought forward from 1920, the surplus arising from bond redemption during the year, amounting to $65,429.46, and by a reduction of the claim in respect to power supplied by the Toronto Power Company, amounting to $193,564.18. Thus there is a surplus balance of $724,770.18, which has been appropriated to meet bond interest, exchange and the sinking fund requirements in respect to the Bonds issued by the Commission, leaving a net surplus of $59,197.03.

The first contract for energy, signed by the Hydro-Electric Power Commission of Ontario, was made in 1908 with the Ontario Power Company, then a private corporation operating under a Federal charter. The agreement was for the purchase of an ultimate maximum of 100,000 horse-power, at a rate ranging from $9.40 to $9.00 per horse-power per annum.

Within five years the full amount of energy contracted for was being taken, and more was urgently required to serve the needs of the associated municipalities of the Niagara System.

The Ontario Power Company was the only one of the three generating corporations which was not using its full allotment of water. There was talk of expropriating one of the plants as a war measure, but while that proposal was still being discussed, the Hydro-Electric Power Commission obtained by negotiation an option on the Ontario Power Company's property as a going concern. Authority to acquire the shares of a private electrical corporation was granted to the Commission by the Legislature, and the municipalities of the Niagara System gave their approval to the proposed purchase.

The agreement provided for the purchase by the Hydro-Electric Power Commission of the stock of the Ontario Power Company and its auxiliary, the Ontario Transmission Company, Ltd., for the sum of $8,000,000 in forty-year,

four per cent Bonds of the Commission, guaranteed by the Province, and the assumption of the bonded indebtedness of the Corporation.

The purchase was made on August 1st, 1917. As soon as the property came into the hands of the Commission plans were made to increase its normal generating capacity by putting in a new conduit, and adding two generating units. The cost of this conduit, a wood-stave pipe line, and of the equipment which it was designed to serve, was $3,515,094.93.

The Operating Report shows a revenue for the year of $3,032,405.27, a little more than one-half of which was collected from the municipalities of the Niagara System for power supplied to them; that is to say, the private contracts of the plant provide a sufficient income to meet about 43 per cent of the carrying charges—if the prices for power sold were equalized to municipal and private customers.

After providing for interest charges of $1,065,199.28, operating expenses of $183,605.48, taxes, water rentals and other items of current outlay, the revenue permitted the setting aside of $385,814.69 for the renewal of the plant, the provision of $164,705.56 for maintenance charges and of $569,291.67 for the purchase of additional power required. There was a surplus balance of $362,456.46 carried into Appropriation Account, as the statement shows.

ONTARIO POWER

STATEMENT OF ASSETS AND

Assets

Plant, Real Estate, Transmission Lines, Distributing Stations and Rights, Franchises and Goodwill	$25,132,736.47	
Third Pipe Line to Power Plant, including additional Generating Equipment	3,515,094.93	$28,647,831.40
Discount on Bonds capitalized, less amounts written off $711,445.91	$ 979,940.00	
American Exchange on remittances to retire 1921 Bonds less amounts written off $6,329.09	351,828.61	1,331,768.61
Construction Equipment	$ 43,223.63	
Maintenance Tools and Equipment	36,107.11	
Furniture and Fixtures	10,344.54	
Instruments	2,000.00	
Horses, Wagons and Sundry Equipment	1,251.54	92,926.82
Materials	$ 59,124.77	
Accounts Receivable	282,751.02	
Cash in Bank—Current Account	46,068.48	
For payment of Outstanding 1921 Bonds	10,000.00	
For payment of Outstanding Interest Coupons	51,370.00	
Sinking Fund on Deposit with Trustees	457.63	449,771.90
J. J. Albright—Claims against		286,200.26
Deposit with Supreme Court of Ontario in connection with claims of The Toronto Power Company		166,262.88
Hydro-Electric Power Commission of Ontario:—		
Moneys held for purpose of sinking funds	$ 163,271.71	
Current Account	39,748.07	203,019.78
Insurance Prepaid		3,358.62
		$31,181,140.27

COMPANY

LIABILITIES, 31ST OCTOBER, 1921.

Liabilities

Capital Stock:		
Ontario Power Company of Niagara Falls, 100,000 shares of par value of $100 each	$10,000,000.00	
Ontario Transmission Company Limited, 10,000 shares of par value of $100 each	1,000,000.00	$11,000,000.00
Bonds and Debentures:		
Ontario Power Company of Niagara Falls,		
First Mortgage 5% Gold Bonds, due 1st February, 1943, issued and outstanding	$ 9,218,000.00	
(Pledged to the Bank of Montreal to secure advances to the Hydro-Electric Power Commission of Ontario $1,400,000.)		
Second Mortgage 6% Debentures due 1st July, 1921, and not yet presented for payment	10,000.00	
Ontario Transmission Company, Limited, First Mortgage 5% Gold Bonds, due 1st May, 1945	1,630,000.00	
Interest coupons due and not yet presented for payment	10,620.00	
Interest accrued to 31st October, 1921	156,225.00	11,024,845.00
Hydro-Electric Power Commission of Ontario:		
Re Construction of Third Pipe Line	$ 3,515,094.93	
Re 6% 1941 Bonds issued by the Commission for the purpose of retiring the 1921 issue of the Power Company $3,200,000.00		
Accrued Interest thereon 67,856.16	3,267,856.16	
Accrued Interest on $8,000,000 Bonds issued by the Commission to cover the purchase price of the capital stock of the Power Company	80,000.00	6,862,951.09
Accounts Payable and Accrued Charges		132,719.40
Reserve set aside to cover claims made by the Toronto Power Company and the Queen Victoria Niagara Falls Park Commission, also for contingencies		418,233.63
Reserves for Sinking Funds on:—		
Reserves for Sinking Funds on:—		
(a) $8,000,000 Bonds issued by the Commission to cover the purchase price of the capital stock of the Power Company	$ 100,000.00	
(b) Cash advances re construction of Third Pipe Line	63,271.71	163,271.71
Provision to cover accrued portion of Sinking Funds to 31st October, 1921, on—		
(a) Ontario Transmission Company 5% Bonds	$ 10,005.46	
(b) 6% 1941 Bonds issued by the Commission for the purpose of retiring the 1921 issue of the Power Company	11,309.50	21,315.05
Reserve for Renewal of Plant, Equipment and Transmission Lines		1,498.607.36
Surplus		59,197.03
		$31,181,140.27

Contingent Liability
in respect of claim of American Cyanamid Company for damages—disputed by Ontario Power Company.

ONTARIO POWER

OPERATING ACCOUNT FOR YEAR

Power Purchased		$569,291.67	
Water Power Rentals		126,307.27	
Taxes		109,148.07	
Maintenance Costs		164,705.56	
Operating Expenses		183,605.48	
Insurance Premiums		9,752.54	
Administration Expenses		44,932.12	
Depreciation on Furniture, Instruments, Horses and Wagons, and Construction Plant		11,192.13	$1,218,934.84
Provisions for Renewal of Plant and Equipment			385,814.69
Bond Interest—			
On issues of the Companies	$657.420.06		
Exchange thereon	90,345.06		
On 6% 1941 issue of the Commission	65,752.16	813,517.28	
Proportion of Discount on Bonds:			
(a) On issues of the Companies	$ 45,869.95		
(b) On 6% 1941 issue of the Commission	2,765.19	48,635.14	
Proportion of American Exchange on remittance to retire 1921 bonds		6,329.09	
Interest on Cash Advances re Third Pipe Line		196,717.77	1,065,199.28
Operating Surplus carried to Appropriation Account			362,456.46
			$3,032,405.27

APPROPRIATION

Provision for additional water rentals payable to the Queen Victoria Niagara Falls Park Commission for the period 1st August, 1917, to 31st October, 1920			$ 51,404.05
Provision for Sinking Funds:—			
On $8,000,000 Bonds issued by the Commission to cover the purchase of the capital stock of the Power Company		$100,000.00	
On 6% 1941 Bonds to the amount of $3,200,000 issued by the Commission for the purpose of retiring the 1921 bonds of the Power Company		11,309.59	
On Cash Advances re construction of Third Pipe Line		63,271.71	174,581.30
Provision for interest on $8,000,000 bond issue of the Commission:—			
For the year ending 31st July, 1921		$320,000.00	
American Exchange thereon		39,587.80	
Accrued for three months ending 31st October, 1921		80,000.00	439,587.80
Surplus carried forward to Balance Sheet			59,197.03
			$724,770.18

COMPANY

ENDING 31ST OCTOBER, 1921.

Power Sales—		
To Sundry Customers	$1,295,449.73	
To Hydro-Electric Power Commission of Ontario for the purpose of—		
(a) The Niagara System	1,684,408.82	
(b) The Thorold System	27,945.38	$3,007,803.93
Miscellaneous and Interest Revenue		24,601.34
		$3,032,405.27

ACCOUNT.

Surplus brought forward 31st October, 1920			$103,320.08
Operating Surplus for year brought down			
Provision previously made for claim of Toronto Power Company in excess of amount now found to be payable			193,564.18
Surplus arising by redemption in 1921 of bonds and debentures of the Power Company and the Transmission Company out of revenue		$277,709.48	
Less: Yearly provision for redemption of:—			
First Mortgage Bonds of the Power Company	$155,057.00		
Second Mortgage Debentures of the Power Company (to 30th June, 1921)	23,182.40		
First Mortgage Bonds of the Transmission Company (including American Exchange thereon)	34,040.62	212,280.02	65,429.46
			$724,770.18

HYDRO-ELECTRIC POWER

Account With the Provincial Treasurer

October 31st, 1921 :	
Cheque to cover Interest to date	$4,463,345.38
November 1st, 1920 to October 31st, 1921 :	
Provincial Expenditures	647,017.72
Cash returned to Provincial Treasurer on account of advances for Central Ontario System, being in excess of expenditures	1,719,472.22
Balance carried down	103,830,317.63
	$110,660,152.95

COMMISSION OF ONTARIO

For the Year Ending 31st October, 1921

November 1st, 1920 :		
Balance brought down—		
General Account	$31,779,316.10	
Chippawa Development Account	22,360,000.00	
Central Ontario System Account	12,173,185.00	
Provincial Expense Account	10,449.00	
		$66,322,950.10
November 1st, 1920 to October 31st 1921 :		
Sundry Cash Advances :		
General Account	$7,736,614.23	
Chippawa Development Account	30,680,674.52	
Central Ontario System Account	820,000.00	
Provincial Expense Account	275,068.86	
		39,512,357.61
Balance due by Provincial Treasurer out of appropriation for Provincial Expenditures as authorized by Orders in Council, October, 1921		361,081.90
October 31st, 1921 :		
Interest on Provincial Expense Account, Credit Balance		417.96
Interest on Balances from November 1st, 1920 to October 31st, 1921		4,463,345.38
		$110,660,152.95
November 1st, 1921 :		
Balance		$103,830,317.63

SECTION IV

ELECTRICAL ENGINEERING AND CONSTRUCTION

ONTARIO POWER COMPANY

During the past year generator No. 7 was completely rewound with new coils purchased last year, and the main power cables on generators Nos. 7, 8 and 9 replaced, according to the plans outlined in last year's report.

As a result of having one totally enclosed generator (No. 16), and one semi-enclosed generator (No. 13), burn out and the armature windings totally destroyed because the attendants were unable to get at the fires to extinguish them, the Commission's engineers decided that open type end shields will be used in future. Recent tests on the new 15,000 k.v.a. generators had shown that the use of totally enclosed end shields, as designed for these machines, did not limit the temperature rise to a smaller range than that obtained when operating the machines with all end shields removed. In fact, the tests showed a slight difference in favor of the latter conditions. Therefore, in December, 1920, a contract was placed with the Canadian General Electric Company for one complete armature winding for the 8,776 k.v.a. machines, seven sets of open type end shields for the 8,776 k.v.a. machines and two sets for the 15,000 k.v.a. machines.

These new end shields were received and installed during the summer. and it is confidently expected that should another fire occur in one of these generators it can be put out by the use of chemical extinguishers before the winding is destroyed.

Port Colborne Distributing Station

The temporary installation for providing additional power to the Municipalities of Port Colborne and Humberstone, mentioned in the last report, was completed by the Commission's Construction Department in November, 1920.

QUEENSTON-CHIPPAWA DEVELOPMENT

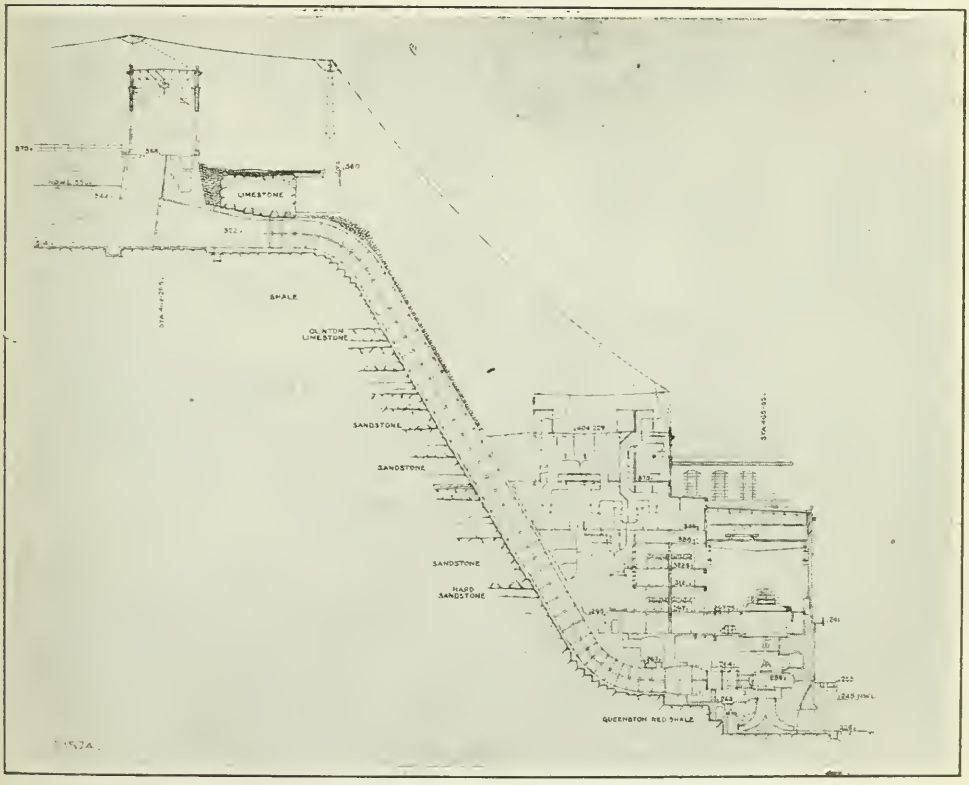
QUEENSTON POWER HOUSE

Power House Superstructure

The plans and specifications for a section of the superstructure of the Queenston Generating Station to accomodate five generators and two service generators with an erection space at the south end have been prepared.

The building at the generator room floor elevation will be 354 ft. 6 in. long by 137 ft. 4 in. wide and, as the face of the cliff is at an angle of 60 degrees to the horizontal, the building at the roof will be 196 ft. wide. The generator room is to be 60 ft. wide and 52 ft. high to a suspended ceiling at the underside of the trusses; the remainder of the building has six intermediate floors for the accommodation of the electrical apparatus.

Queenston-Chippawa Development. This conventional view shows how the completed Queenston Power House would appear if it were placed in front of the American Falls at Niagara



Queenston-Chippawa Development. Cross section through Screen House and Power House

The building is being constructed with a structural steel frame and reinforced-concrete floors; the walls are of concrete to the top of the parapet on the generator room roof; above this point the walls are of interlocking tile, surfaced with a cement gunite finish. The interior partitions supporting electrical apparatus are being built of concrete and all other partitions of hollow tile. The construction of 200 feet of the building has been completed.

The steel work, which amounts to approximately 2,800 tons, is being supplied by the Canadian Bridge Company, Limited, of Walkerville, Ontario.

Two cranes, supplied by the Dominion Bridge Company, each with a capacity of 150 tons, have been installed. The windows throughout are fitted with steel sash supplied by A. B. Ormsby Company, Limited, Toronto.

The fans for generator cooling purposes, which have a capacity of 120,000 cubic feet per minute, are being supplied by the Canadian Blower and Forge Company.

The elevators are being made by the Turnbull Elevator Company, Toronto, and include a passenger elevator from the entrance in the screen-house down to the tunnel which connects with the Generating Station, a passenger elevator at the south end connecting all floors and substructure and superstructure, and a push-button control elevator to be used for purposes of operation and located near the Control room.

Generators

The Canadian Westinghouse Company commenced shipment of parts of the first 45,000 k.v.a. generating unit in February and began its erection in April. The rotor was assembled in place in the machine on October 8th, 1921, and the erection work on the machine is now completed. It is expected that the water will be available for driving the turbine in December, and that the unit can be dried out, tested and put into commercial operation in January, 1922.

The erection of the second unit by the Canadian Westinghouse Company has followed immediately after the work on No. 1. The winding of the armature and assembling of fields of this machine are practically complete, and it is expected that the unit will be completed so that it can be put into service early in 1922. Work in the Canadian Westinghouse factory at Hamilton on No. 3 unit is well advanced so that it can be erected as soon as No. 2 is put into service. Factory work on the fourth and fifth units, which are being built by the Canadian General Electric Company at Peterboro, is also well advanced.

12,000 Volt Bus-Bar Supports and Disconnecting Switches

In accordance with the calculated possible short-circuit currents obtainable through a fault in the 12,000 volt connections of the station, a mechanical strength in cantilever of 10,000 pounds, and an electrical flashover strength of 80,000 volts for each bus-bar support were determined upon.

Disconnecting-switches of 3,000 ampere capacity and mounted upon units similar to the bus-bar supports, were also required.

Specifications for this equipment were sent out to the various manufacturers and tenders were called for.

The porcelain problem presented by these specifications was a formidable one. As the result of a long series of conferences with the manufacturers' engineers, supplemented by tests in the Commission's Laboratory upon samples submitted by them and comparison of the competitive prices the contract for this equipment was given to the Electrical Development & Machine Company of Philadelphia, Pa., on the understanding that manufacture would be carried out in Canada.

The work of manufacture was sublet by them to the Canadian Porcelain Company of Hamilton and the Canadian Line Materials Company of Toronto.

This equipment is being received and installed at the present time. A routine test of 5,000 pounds in cantilever is being applied to every bus-bar support before acceptance.

The disconnecting-switches will be operated in gangs of three by a hand-operated mechanism outside of the room in which the switches are installed. Signal lamps will show the operator whether the switches are open or closed.

12,000 Volt Floor and Wall Bushings

After considering a number of competitive designs of bushings submitted by the manufacturers, a design was drawn up by the Commission's engineers and competitive prices were obtained.

Ultimately the order for the porcelain pieces was given to the Canadian Porcelain Company of Hamilton.

These bushings are now being installed and tests show that they are very satisfactory and are very low in cost compared with other designs submitted.

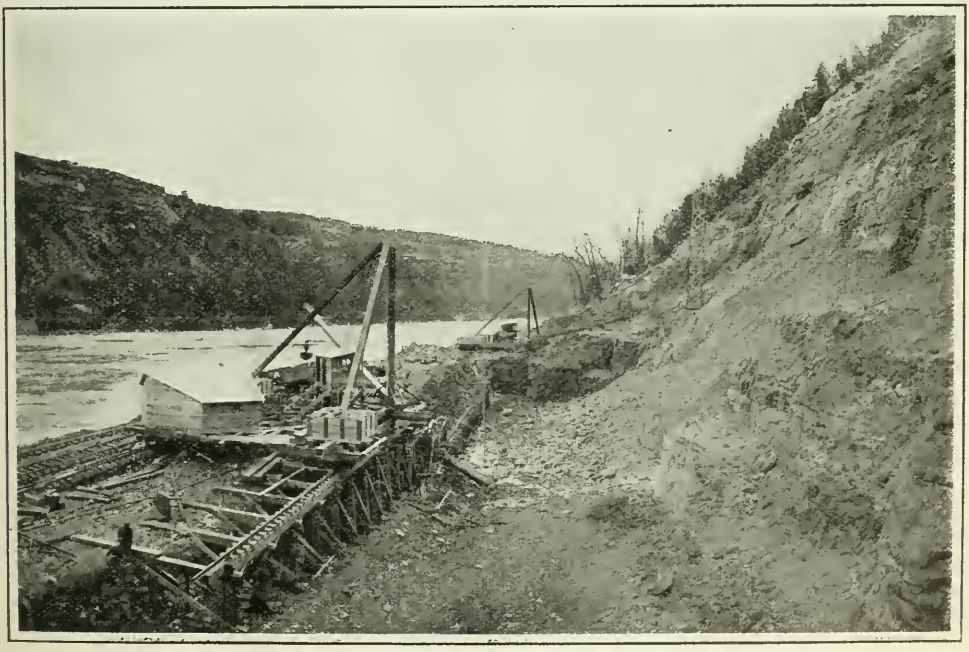
Transformers

The fifteen 15,000 k.v.a. 12,000-63,500 volt single-phase, water-cooled transformers being built by the Canadian Westinghouse Company at Hamilton are all nearing completion. The first two transformers were tested on July 16, 1921, and the first one was shipped on July 23, 1921; altogether seven transformers have been tested and shipped, while two others are almost completed. The remaining six transformers are well under way.

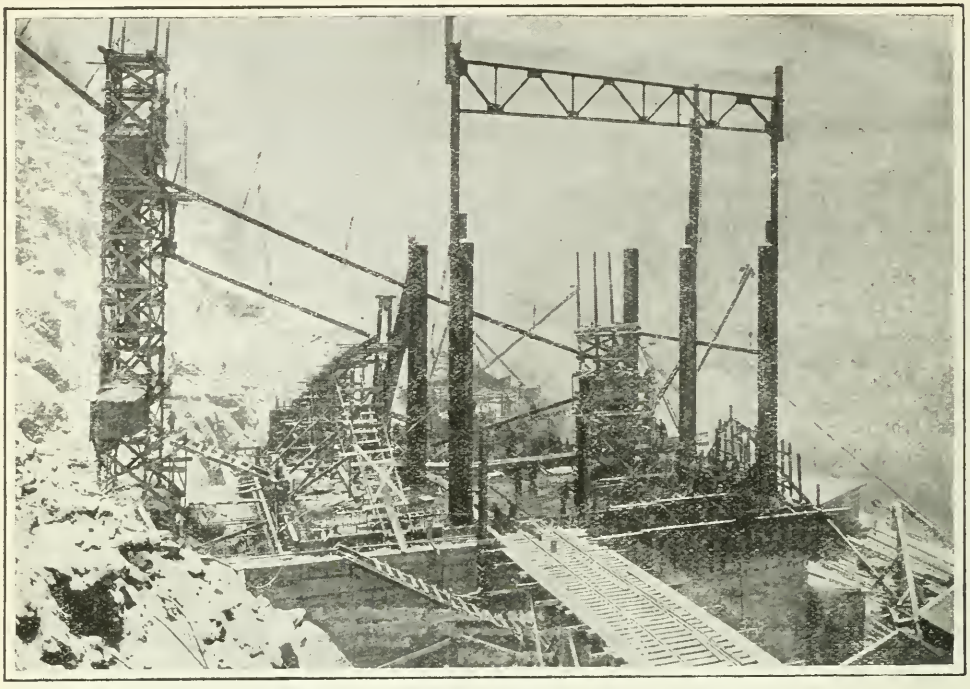
135,000 Volt Bus-Bar Supports and Disconnecting-Switches

The order for the 135,000 volt, 600 ampere disconnecting-switches was placed with the Canadian Westinghouse Company, and for the 135,000 volt bus-bar supports with the Electrical Development and Machine Company.

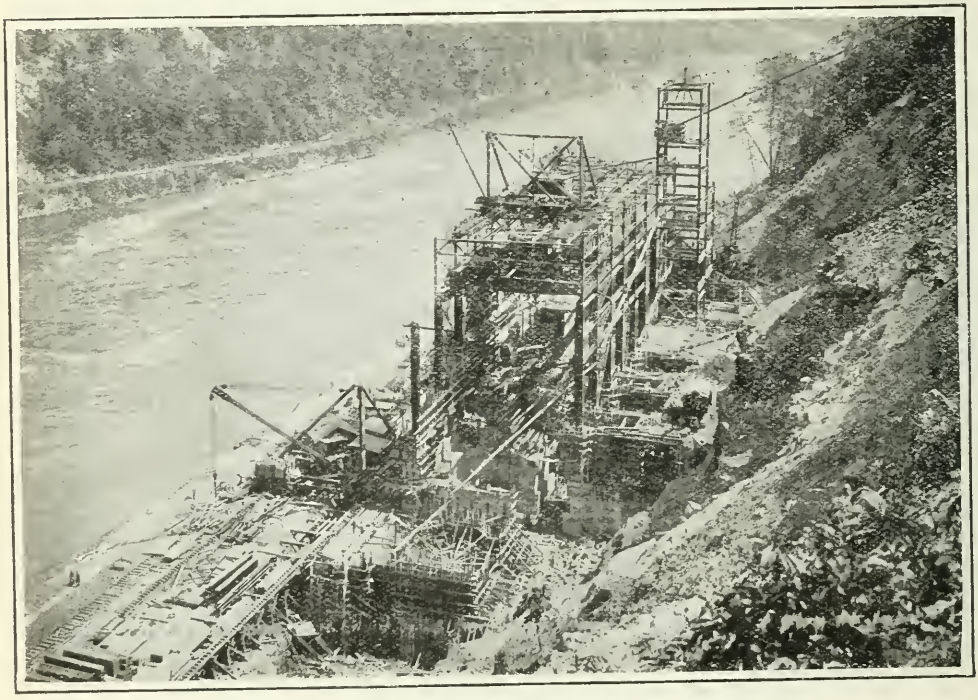
NOTE:—The Illustration below, together with the Frontispiece and the four illustrations on the next two pages, show the progress of the work at the Queenston Power House during the year.



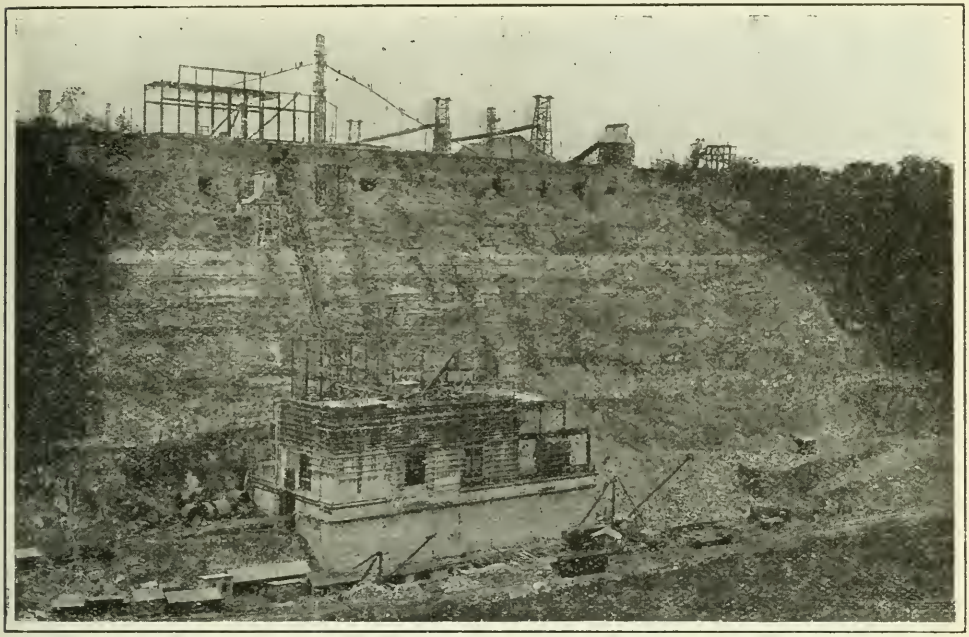
Queenston Power House: Site November 3rd, 1920



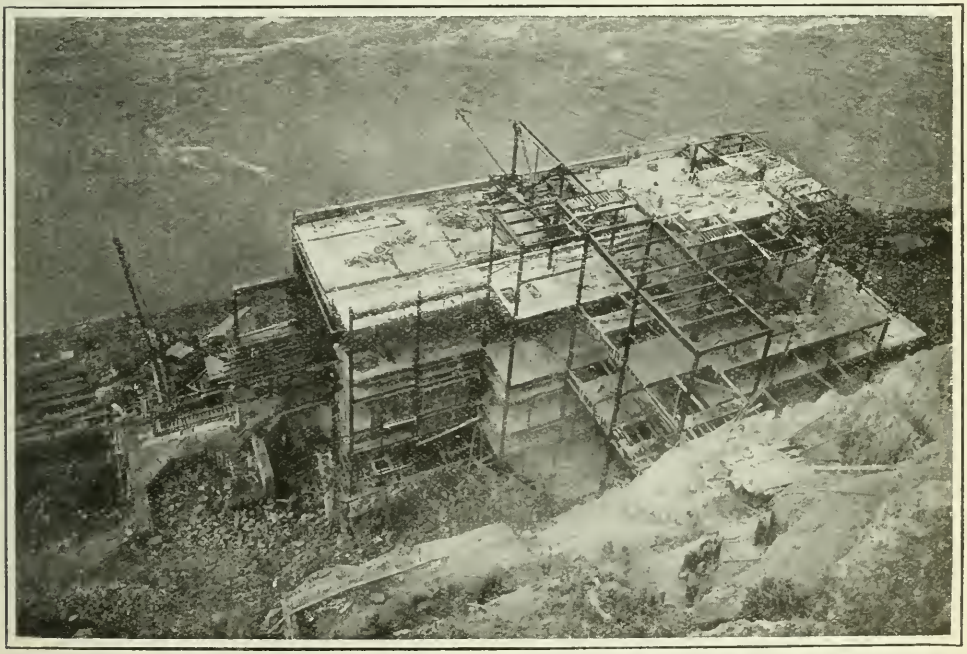
Queenston Power House: First Roof Truss in Place. February 8th, 1921



Queenston Power House: from the North-West. May 20th, 1921



Queenston Power House: from United States side of Niagara River. July, 1921



Queenston Power House: from Top of Cliff. October 3rd, 1921

The porcelain units are to be interchangeable and will have a flashover value of 350,000 volts and a mechanical strength of 40,000 inch-pounds in cantilever or torsion.

All the porcelains are being supplied by the Canadian Porcelain Company of Hamilton.

Switching Equipment

Nine type "C4," 12,000 volt, 3,000 ampere, oil circuit-breakers from the Canadian Westinghouse Company have been delivered, and are being installed. Three Canadian General Electric type "F," form "H.D.21," oil circuit-breakers have been delivered, and thirteen more are nearing completion at the Company's works. These circuit-breakers were ordered in 1920, as described in that year's report. Each circuit-breaker has sufficient capacity to take care of trouble with eight 45,000 k.v.a. units in normal operation. Four Canadian Westinghouse type "G.A.4," 110,000 volt, oil circuit-breakers have been tested and delivered; these are being installed. The remaining sixteen on the contract made in 1920 for these circuit-breakers are nearing completion. These will take care of the requirements for the first five generating units.

Much work has been done during the year in the engineering and drafting offices in laying out the details of the circuits of the power-house, in preparing specifications, and in comparing tenders in connection with the purchase of the necessary protective, metering and control equipment.

Protective Equipment

On January 4th, 1921, an order was placed with the Canadian General Electric Company for five sets of 135,000 volt Oxide Film lightning arresters for which tenders were received according to specifications mentioned in the 1920 report. These were delivered in May and June. In May, 1921, an order was placed with the Canadian General Electric Company for fifteen 155,000 volt, outdoor, suspension-type choke-coils; these have been delivered.

Twelve reactors, for installation between the units in the main 12,000 volt bus-bar, were purchased from the Canadian General Electric Company. These are rated at 2,165 amperes with 5 per cent. reactance at 45,000 k.v.a. They are of the cast-in concrete type and will withstand a flashover test of 80,000 volts. Six of these have been tested and shipped and the balance are ready for shipment.

Instrument Transformers

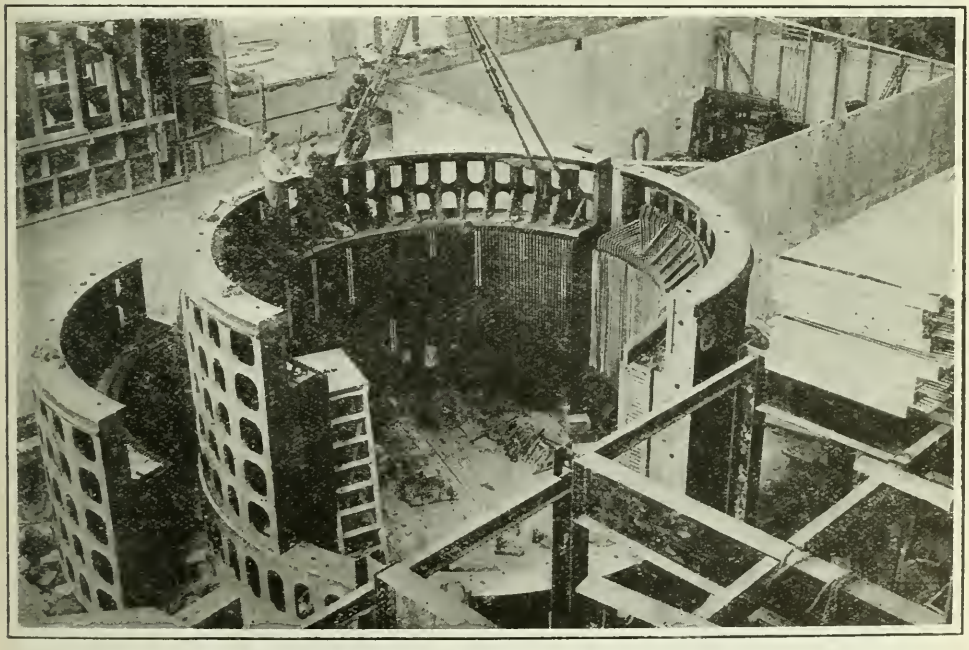
A good deal of study was given to the problem of obtaining suitable instrument transformers for service in the Queenston station. These transformers must withstand a test of 65,000 volts and their bushings a test of 80,000 volts without flashover. The order for sufficient 15,000 volt, 3,000 ampere current-transformers for the 12,000 volt circuits of five units was awarded to the Canadian Westinghouse Company in March, 1921. These consist of condenser bushings with one or more ring-type cores with secondary windings mounted thereon. The current-transformers for the 110,000 volt circuits are of the bushing type, 400 to 5 amperes ratio, mounted on the bushings of the 110,000 volt oil circuit-breakers and supplied with them on the contract placed in 1920 with the Canadian Westinghouse Company.

The 12,000 to 100 volt potential transformers with protective fuses and resistances were ordered in March, 1921, from the Canadian General Electric Company. Practically all these instrument transformers have been delivered.

Switchboards

Switchboards for controlling the units have been laid out and material for five main units purchased. Control switches and indicating lamps for oil circuit-breakers, rheostats and governor motors are Type "C.S." ordered in

Queenston Power House: Main Floor of Generating Station. October 3rd, 1921



Queenston Power House: 45,000 k.v.a Generator Stator During Assembly. June 7th, 1921

March, 1921, from the Canadian Westinghouse Company. Indicating watt-meters, direct-current volt-meters and ammeters, and alternating-current volt-meters and ammeters are of the Weston type, ordered from A. H. Winter-Joyner, Limited, in May, 1921. Synchronous indicators, power-factor meters and watt-hour meters were ordered from the Canadian Westinghouse Company in May, 1921. These have all been delivered.

Relay Systems

Based on a thorough study of the problem made by the Commission's engineers, in consultation with the engineers of the electrical manufacturing companies, a scheme of relay protection for the equipment in the station has been worked out. Its purpose is to disconnect, automatically, any part of the wiring or equipment which may break down and at the same time to retain in service the sound parts, and so minimise the possibility of interruption.

The equipment and wiring are divided into sections as follows: Generator, 12,000 volt bus-bar, 12,000 volt transformer bus-bar, transformer bank and 110,000 volt bus-bar. Each section is protected by a differential relay system. Current transformers are so located as to carry the current entering and leaving any section and are connected to each other, and to relays, so that, when the current entering a section is the same as the current leaving it, there will be no action of the relays; but when current which enters the section does not leave it over the regular path, as occurs in case of a breakdown, the relays will operate and open the oil circuit-breakers to segregate that section from the remainder of the plant. The relays for the generator differential are Canadian General Electric type "P.Q.6 instantaneous." The relays for the bus-bar differentials are Canadian General Electric Company plunger type "P.Q. Instantaneous" units. The type "C.O." relays and special current-transformers for the transformer differential protection were ordered from the Canadian Westinghouse Company to operate on the 15,000 k.v.a. transformer units which they are supplying. The outgoing lines will be protected by overload relays, type "I.A.," ordered from the Canadian General Electric Company. These relays have all been delivered.

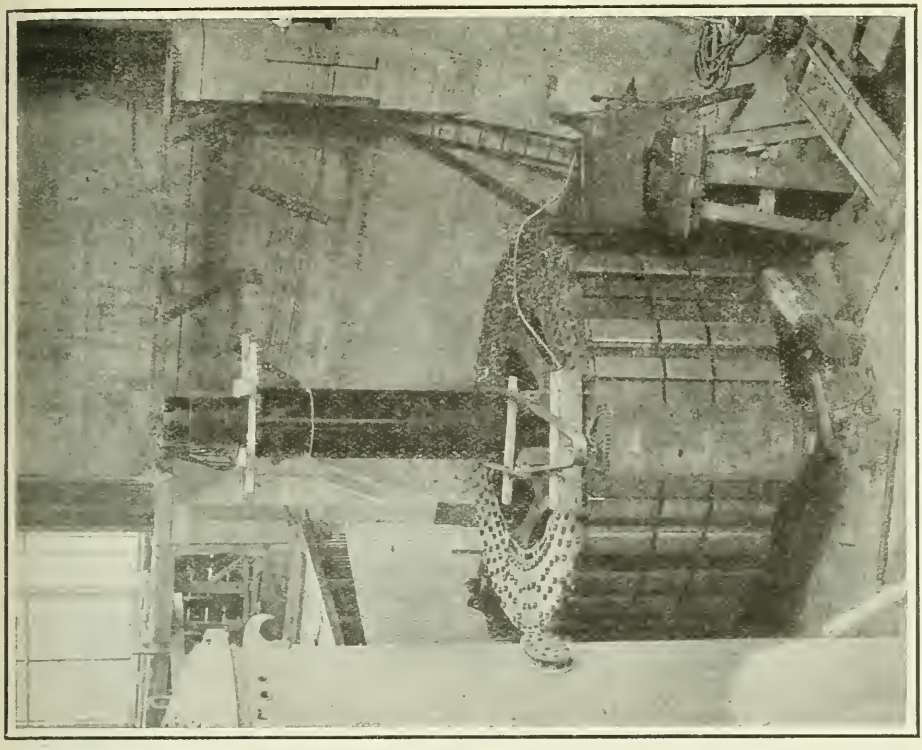
In order to indicate which relay caused a switch to trip automatically, each relay is connected to a "drop" in an annunciator. One 16 "drop" annunciator is supplied for each unit. The "drop" in tripping closes contacts which ring a bell to attract the attention of the operator. These annunciators are of the Edwards type supplied by the Northern Electric Company.

Grounding Neutral

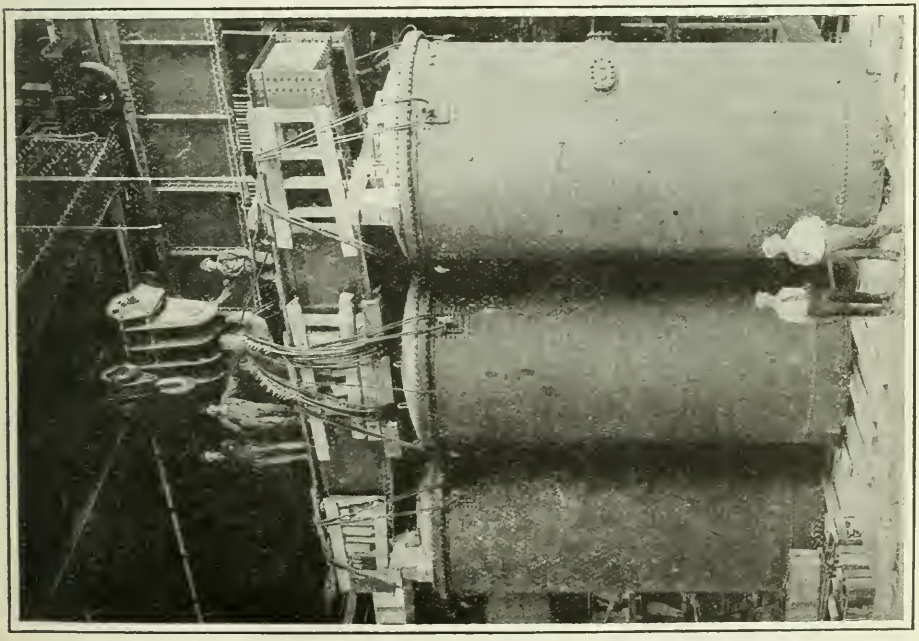
It is intended to operate the generators with a grounded neutral. Provision is made so that a grounding resistance can be used if deemed advisable. The ground connection of each generator is made through a Type "B2" oil-switch with three poles in parallel, supplied by the Canadian Westinghouse Company. It is the intention to operate with the neutral of one unit of each group of generators in parallel grounded. In each neutral connection to ground is installed a current-transformer whose secondary winding is connected to a relay with very low setting. This operates one of the drops on the annunciator and rings a bell in case of the passing to ground of any current, indicating a breakdown of insulation.

Station Service

The two 2,200 k.v.a., 2,300 volt service generators ordered in 1920 have been delivered and are being installed. These are to deliver power for lighting and heating in the power-house and screen-house, and for various motor driven auxiliaries such as pumps, fans and auxiliary exciters.



Queenston Power House: 45 k.v.a. Generator Rotor During Assembly. August 19th, 1921



Queenston Power House: Test Load on two 150 ton Cranes. September 10th, 1921

Standby Service.

On account of the absolute necessity for continuous operation of the service system, a standby source of power is being provided by bringing a 12,000 volt feeder from the Ontario Power Company's Generating Station. A 1,500 k.v.a. transformer for stepping down the voltage from 12,000 to 2,300 volts was purchased from the Canadian Crocker-Wheeler Company; this transformer is ready for shipment.

Cables have been taken from the two service generators and from the Ontario Power Company's feeder to the Service Switching Room located at Elevation 284, and connected to a set of bus-bars consisting of a sectionalized 2,300 volt bus-bar with a transfer bus-bar scheme. From this bus-bar power is distributed to the screen-house and to various loads in the power-house by a number of feeders. The generator, the Ontario Power Company's feeder and the bus-bar section tie-switches are electrically operated; the feeder switches are of the hand-operated, remote-controlled type. These were ordered from the Canadian Westinghouse Company in May and are type "B2," all mounted in concrete cells. The bus-bars and wiring from the switches are of the open type.

One feeder from the 2,300 volt bus-bars supplies current to a bank of three 300 k.v.a., 2,200/500 volt transformers made by the Moloney Electric Company and delivered in October.

Power from these transformers is taken to a system of 550 volt bus-bars from which feeders are run to various parts of the station, chiefly for supplying the smaller motors around the plant. The feeder switches are type "B," supplied by the Canadian Westinghouse Company.

The feeders from both 2,300 volt and 550 volt bus-bars are controlled from a switchboard in the service switching room. The panels for the latter were supplied by the Davis Slate Company, the instruments by the Weston Company through A. H. Winter-Joyner, Limited, the relays, which are type "IA101 inverse time overload," by the Canadian General Electric Company, the disconnecting-switches and current-transformers by the Canadian Westinghouse Company, and the potential-transformers by the Canadian General Electric Company. Cables for feeders have been supplied by the Standard Underground Cable Company and the Eugene Phillips Electrical Works, and cable terminals and junction boxes by A. H. Winter-Joyner, Limited (G. and W. type), and by the Standard Underground Cable Company. All this material has been received and is being erected by the Construction Department of the Commission.

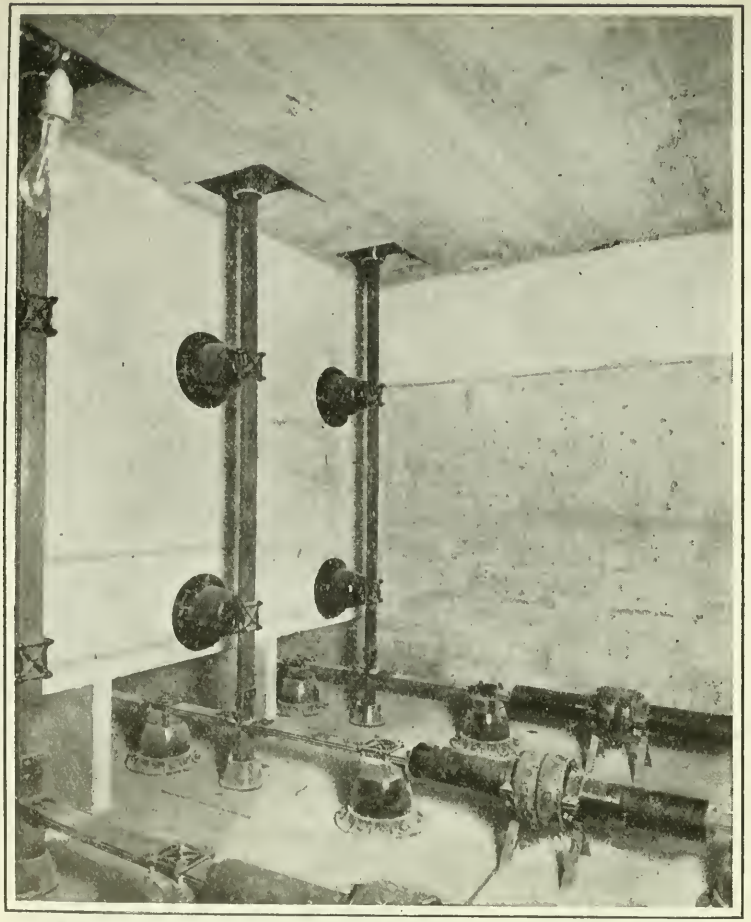
The electrically operated switches through which the supply of power reaches the bus-bars, are controlled from the main Station Control Rooms.

Lighting

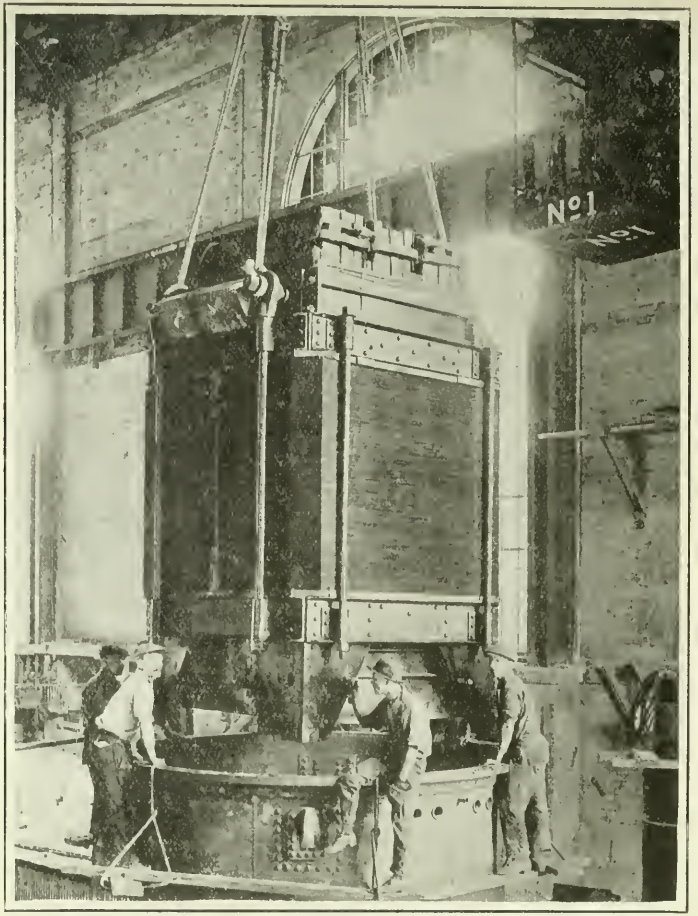
For lighting service seven transformers, each rated at 75 k.v.a., 2,200 volts to 220 and 110 volts, have been purchased from the Packard Electric Company. They will be operated in two banks of three each, with one spare. Two 220/110 volt, three-wire feeders serve each group of two section panel boards, each feeder being connected to one panel section. Emergency lighting is provided for the station-service switchboard-room, the stairs at the main elevator, and around the service generators, from one of the main oil switch batteries through an automatic transfer-switch.

Electric Heating—Power House

The main control-room will be heated electrically, as also will a few other parts of the station to which the warm air from the main generator cooling system cannot conveniently be supplied.



Queenston Power House: North Bus Bar—No. 1 Unit. Elev. 312



Queenston Power House: Placing 15,000 k.v.a. Transformer Core in Tank

Three 75 k.v.a., 2,200-550 volt, 25 cycle, single-phase transformers were ordered from the Packard Electric Company, St. Catharines, to be used to supply power for section "B" in the Power House. These transformers have already been delivered.

Control Circuits

For the control of oil-switches and for emergency lighting, two 250 volt storage batteries have been provided, so that uniform voltage can be maintained under all conditions. For each battery there is provided a charging motor-generator set consisting of a 25 h.p., 550 volt, induction motor supplied from the 550 volt service system, and a 15 k.w., 250 volt, shunt-wound generator.

As 230 volt lamps of the type used for indicators on switchboards in connection with switches and other equipment are not very satisfactory it was decided that a 32 volt, direct-current circuit would be provided for indicating purposes. This is accomplished by using a motor-generator set consisting of a 7 h.p., 230 volt, direct-current motor supplied from the 230 volt battery, connected to a 4½ k.w., 32 volt, direct-current generator. Two of these sets are provided, one for each of the 230 volt batteries. To each 32 volt generator is connected a 32 volt storage battery for use as a stand-by in case of temporary shut-down of a motor-generator set.

The batteries are installed in two rooms on the floor at Elevation 332′. It is expected that one of the batteries will be removed to the opposite end of the station when the entire station is completed.

The 230 volt batteries consist of two 110-cell, Electric Storage Battery Company's type "E15," lead batteries. The 32 volt batteries consist of two 16-cell, Electric Storage Battery Company's type "E5," lead batteries. These were ordered from the Chas. E. Goad Engineering Company and were delivered in June. The motor-generator sets were supplied by the Canadian General Electric Company and were delivered in September.

Panels for controlling the batteries and motor-generator sets have been designed by the Engineering Department and are being built by the Construction Department. Slate for these was supplied by the Davis Slate Company, the circuit-breakers by the Cutter Manufacturing Company, and the instruments by the Weston Instrument Company through A. H. Winter-Joyner, Limited.

Temporary Control Room

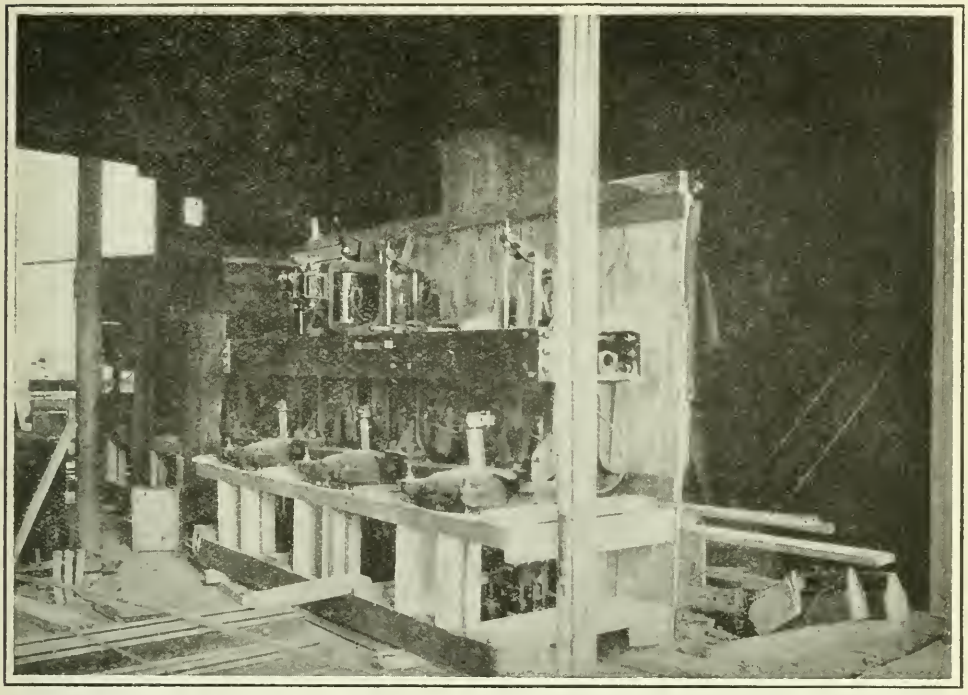
As the permanent control room for this station will be located in the section of the power house for Units No. 4, No. 5 and No. 6, which has not yet been built, it is necessary to put the control switchboard in a temporary location. The board is installed in the service end of the building at Elevation 332′. Temporary benchboards for instrument, relay and graphic instrument panels have been built by the Construction Department of the Commission and are being installed. Control and instrument cables were purchased from the Standard Underground Cable Company.

Installation of all equipment and wiring is proceeding rapidly and the station equipment will be ready to put No. 1 main unit into service as soon after water is available for driving as it can be dried out.

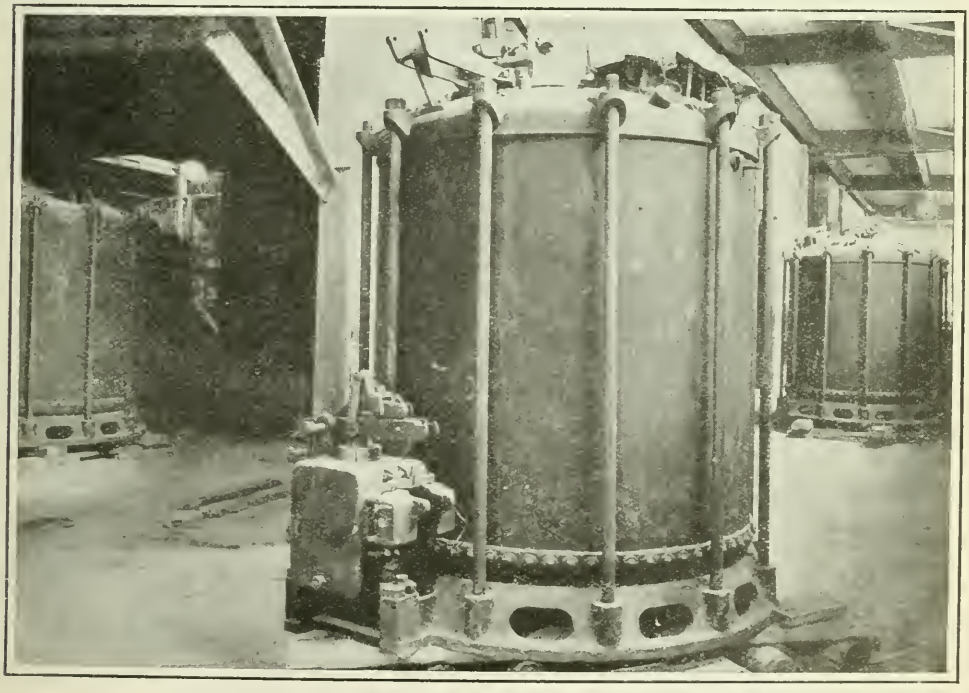
Auxiliary Systems and Equipment

Generator Lubrication System

A central system in duplicate, for circulating lubricating oil under pressure and purifying it, has been designed by the Commission's engineers and is being installed; it will be ready for operation when the first unit is ready



Queenston Power House: No. 1 Low Tension Circuit Breaker and Cells



Queenston Power House: 110,000 volt Circuit Breaker

to turn over. This installation will supply the full requirements of lubricating oil to the generator bearings, some 3,000 Imperial gallons per hour being needed for five main units.

Each system consists of the following equipment: Twin gear pumps of 30 Imperial gallons per minute capacity, built by the Albany Pump Company, driven by a 5 h.p., 550 volt, 3-phase, 750 r.p.m. motor of the Lancashire Dynamo and Motor Company's make; a three-inch pressure header in the East pipe tunnel; branches to the different units; pressure distribution at the generator to the thrust-bearing, two guide-bearings and governor-shaft; return branches to a 4-inch return header in the East pipe tunnel; a settling-tank three feet in diameter and 12 feet long; and a No. 600, De Laval, centrifugal oil-purifier with a small gear-pump and local circulating piping from, and to, the settling tank.

In addition, a 4,600 Imperial gallon, pneumatic tank, containing about 3,000 gallons of oil, is to "float" on whichever pressure system is in use for the time being.

A supply of compressed air to this pneumatic tank will be assured by connecting it through suitable regulating valves to the station air-pressure system.

The pneumatic tank will act as a reserve, under air pressure equal to the pressure in the header, and in case of the stopping of the circulating pumps it will instantly come into action and maintain the flow of oil as long as any oil remains in the tank and the air pressure is maintained. In the meantime, the other pressure system may be put into operation.

An overflow tank of 4,000 gallons capacity is connected to the settling-tanks through check valves to hold any excess oil supplied from the pneumatic tank.

Oil will be drawn continuously from the bottom of the settling-tank for purification in the DeLaval purifiers, either one or both of which may be used with either piping system.

Genuine wrought-iron piping is used throughout.

The tanks were purchased, under competitive tenders, from the Toronto Iron Works.

5,000 gallons of lubricating oil have been purchased from the Imperial Oil Company.

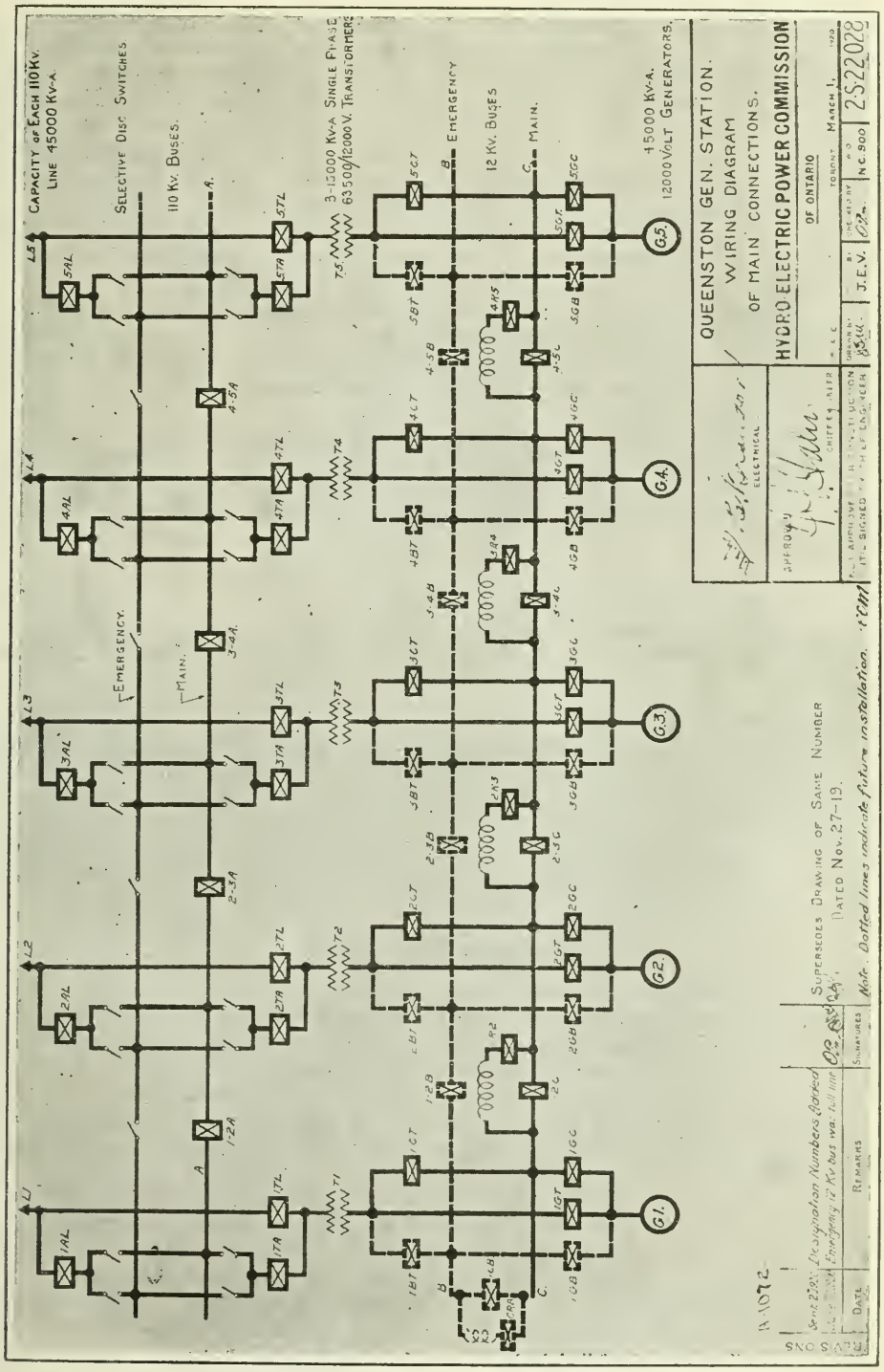
Auxiliary Exciter Set

Tenders were received in January, 1921, covering a motor-generator set for use as an emergency source of excitation for the main and service generators. In March an order was placed with the Swedish General Electric Company, Limited, of Toronto, for one 150 k.w., 250 volt, direct-current generator coupled to a 250 h.p., 25 cycle, 2,300 volt, induction motor which will be supplied from the 2,300 volt service system. Provision is being made so that this exciter can be connected readily to the fields of any main or service generating unit and be used with the regulator of the main unit.

Water-Cooling System

The water-cooling coils of the transformers and the generator thrust bearings will be supplied from a sectionalized 8 inch header in the West pipe tunnel. Each section of this header supplies the transformer bank and generator bearing of one unit, and is fed by a short riser from the main unit penstock.

As the static head on this piping system will be about 300 feet, extra heavy piping is used throughout.



Queenston Power House: Wiring Diagram of Main Connections

Transformer Oil Handling System

A system of storage tanks, pumps and piping has been worked out for handling transformer oil under a great variety of conditions.

This system consists of a 2 inch "good" oil header, and a 4 inch "bad" oil header, in the West pipe-tunnel, connecting with all banks of transformers; two oil tanks of 7,300 gallons each, and a pair (used as one) of 4,600 gallon tanks; an "Albany" motor-driven gear-pump of 40 Imperial-gallons-per-minute capacity; a 12 inch by 12 inch, William Perin, Limited, filter press, and inter-connecting piping of genuine wrought-iron throughout.

The piping layout and valve arrangement for this system have been worked out so as to give centralized control of all possible operations in the immediate vicinity of the storage tanks and filtering equipment.

A scheme for changing poor oil for good oil under pressure in a transformer while in operation is being worked out.

A DeLaval portable transformer oil purifier has been ordered on a trial basis, and will be supplemented by a filter-paper press.

Switch Oil Handling System

A separate pair of headers and a pair of 4,600 gallon storage tanks and filtering equipment will be provided for handling switch oil so that an error in operating valves will not result in the mixing of switch oil with transformer oil.

Fire-Fighting Equipment

A central piping scheme for sprinklers, and fire-hose stations for chemical fire-extinguisher liquid, is being studied. In the meantime four portable, 40-gallon engines have been purchased from the Canadian Foamite Firefoam Company.

Testing Equipment

A 100 k.v.a. 2,200-100,000/50,000 volt, 25 cycle, testing transformer has been ordered from the Canadian Westinghouse Company, and a K-5 oil circuit-breaker and field rheostat have been ordered from the Canadian General Electric Company for use with this transformer; also, a sphere gap with 125-millimeter spheres is being built by the Commission's Production and Service Department. The above equipment is for use in testing the 12,000 volt equipment at the station and will be delivered in a few weeks.

Queenston Screen-House

Screen-House Superstructure

The plans and specifications for a section of the superstructure of the Queenston Screen-house have been prepared. The building will be 630 feet long and 41 feet wide and 56 feet high from grade to roof for the control of the gates, and approximately 266 feet of this building is constructed.

The steelwork in this section has been supplied by Messrs. McGregor and McIntyre, Limited, of Toronto, and a 25-ton crane has been installed which was supplied by the Dominion Bridge Company.

A section of the building at the south end, 66 feet long by 74 feet wide and 58 feet high from the basement to the roof, is being constructed with office space on the intermediate floors, and the entrance to the elevator connecting with the tunnel from the Generating Station is located in this section.

The building throughout is being constructed with steel frame and reinforced concrete slabs and walls. The windows are being fitted with steel sash and frames which are being supplied by the Dennis Wire and Iron Works, Limited, of Toronto, Ont., and the steel work for the administration section is being supplied by the Toronto Steel Construction Company, of Toronto.

Electric Lighting—Screen-House

Two 15 k.v.a., 2,200/110-220 volt, 25 cycle, single-phase transformers were ordered from the Canadian General Electric Company, of Peterboro, to be used in supplying power for lighting the Screen-House. These transformers have already been delivered.

Electric Heating—Screen-House

Electric air-heaters will be used throughout the administration end of the screen-house. Electric water-heaters will be used for house service.

Montrose Distributing (Construction) Station

On June 6th, 1921, Montrose Distributing (Construction) Station was completely destroyed by fire. This caused serious interference with construction work on the Queenston-Chippawa Canal and called for very prompt measures to be taken in rebuilding the station and restoring service. Orders, therefore, were placed immediately with the Canadian Westinghouse Company for two type "GA-3," 26,400 volt, 300 ampere, oil circuit-breakers, seven type "B-2," 4,500 volt, 400 ampere, automatic, oil circuit-breakers and miscellaneous 13,200 volt and 4,000 volt switching equipment. Two aluminum-cell, 3 phase, 27,000 volt, indoor type lightning-arresters, and nine 13,200 volt, 300 ampere, S.P.S.T. disconnecting-switches were ordered from the Canadian General Electric Company.

Arrangements having been made with the Aluminum Company of America to obtain on loan one 2,000 k.w., 600 volt, rotary converter with three 735 k.v.a., single-phase, 25 cycle, 12,000/440 volt transformers and complete switching equipment for the 2,000 k.w. unit, this equipment was moved from Niagara Falls, N.Y., to Montrose. On June 21st, this unit was placed in service and carried the total station railway load. The Toronto Hydro-Electric System consented to loan three 1,000 k.v.a., 25 cycle, single-phase 13,200/2,300-575 volt transformers, which were awaiting shipment from the Canadian General Electric Company's factory at Peterboro. These transformers, with the necessary switching equipment, were placed in service on June 13th and carried the total air compressor load on the station. One 1,500 k.v.a., oil-insulated, water-cooled, 3 phase, 25 cycle, 26,400-13,200/2,300-575 volt, Canadian Crocker-Wheeler Company transformer which had been held at Etobicoke Distributing Station as a Niagara System Reserve transformer, was shipped to Montrose on June 7th and placed in service on June 20th. A second 1,500 k.v.a., 3 phase, 25 cycle, 26,400-13,200/4,000-2,300 volt transformer which was ordered by the Kitchener Light Commissioners from the Canadian Westinghouse Company was obtained on loan from July 7th to September 4th. This transformer was replaced by the original Canadian Crocker-Wheeler Company, 1,500 k.v.a., unit which had been rebuilt.

This work was carried out by the Construction Department with all possible expedition and resulted in the restoration of service within fifteen days of the occurrence of the fire.

Whirlpool Distributing Station

On June 7th, 1921, one 1,500 k.v.a., 3 phase, 25 cycle, oil-insulated, water-cooled, 26,400-13,200/2,300-575 volt transformer of Canadian Crocker-Wheeler Company manufacture was shipped to the Whirlpool Distributing Station. This transformer belongs to the Niagara System reserve equipment; it was previously stored at Welland Station.

NIAGARA SYSTEM

NIAGARA TRANSFORMER STATION

The strengthening of the 12,000 volt bus-bars for the feeders from the Ontario Power Company and for the 110,000 volt transformers mentioned in last year's report was completed, the old original bus-bar supports being replaced by others of a heavier type. The taping of connections to these bus-bars and the installation of barriers over the openings in the structure were also finished. The manufacture and installation of the special operating mechanisms for the 2,000 ampere, 12,000 volt, main bus-bar disconnecting-switches in this station have been completed. Similar mechanisms are installed on disconnecting-switches mounted horizontally in the main bus-bars of the Canadian Niagara Power Company and of the Ontario Power Company in the station. The work described was carried out by the Construction Department and completed in August, 1921.

Work has been in progress on the construction of the necessary bus-bar structure, making changes in the existing structure, and the purchase and installation of cable, bus-bars and switching equipment required to make the No. 5 feeder of the Ontario Power Company deliver power to the 12,000 volt main bus-bar between No. 2 and No. 3 feeder structures of the Ontario Power Company at the north end of the station. This work is being carried out by the Construction Department and is expected to be complete in December, 1921.

On October 6, 1921, authorization was received for the removal of the Westinghouse type "C" relays from the 12,000 volt feeders and the installation of three Westinghouse, type "CR," reverse-power relays and one type "CO" ground-relay on all the 12,000 volt feeders, also for the addition of one Westinghouse type "KB" current-transformer in the middle phase of each feeder together with necessary changes in the wiring for these. This work will be carried out during the coming fiscal year.

The work of increasing the capacity of the 110,000 volt disconnecting-switches from 200 to 400 amperes, which was mentioned in last year's report, was completed in August, 1921.

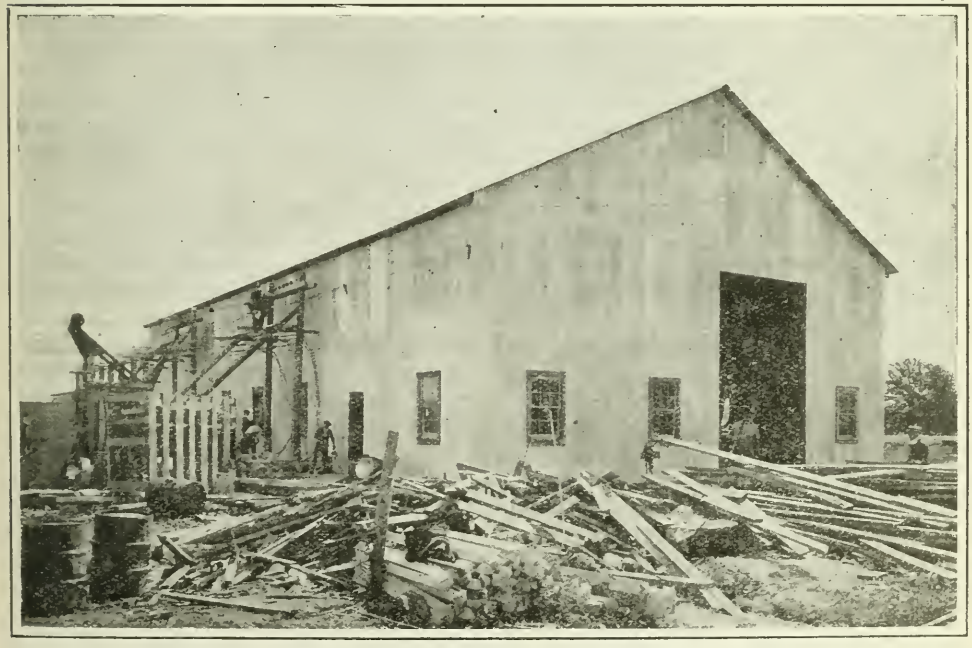
In order to tie in temporarily with the Queenston plant, Westinghouse type "G44," 400 ampere, electrically-operated, outdoor, oil circuit-breakers will be installed in the A-1 and A-4 110,000 volt lines at a point some 250 feet from Niagara Transformer Station, and the Queenston lines will be connected to the A-1 and A-4 lines between the circuit-breakers and the station. This work will be carried out by the Construction Department by putting up a wooden pole structure to support the lines and disconnecting-switches, and by setting the oil-switches on concrete foundations.

Controllers and relays for these circuit-breakers will be mounted in the station itself and connected up with the circuit-breakers by lead-covered, armoured, control cables. Three Westinghouse type "CO", overload-relays and one ground-relay will be used per circuit-breaker. This installation will be completed early in January, 1922.

The construction of the sump and pump-house as outlined in last year's report was carried out by the Construction Department and completed in November, 1920.

Certain changes in the walls and ceiling of the 12,000 volt cable tunnel mentioned in last year's report were completed in April, 1921, the work being done by the Construction Department.

Montrose Substation: Destroyed by Fire on June 6th, 1921. Photograph Taken on June 7th, Showing Ruins and Preparations Already Begun for Clearing the Site for Rebuilding



Montrose Substation Rebuilt: Eight and a Half Days after Destruction of Original Substation by Fire

Niagara Falls Municipal Station

The engineering assistance mentioned in the last report was given in connection with the purchase and test of the 1,500 k.v.a. transformer, and the transformer was delivered in January, 1921. In December, 1920, authorization was given to install this transformer together with the necessary high-tension and low-tension switching equipment. This was completed by the Commission's Construction Department early in February, 1921.

In December, 1920, the local Commission gave serious consideration to the need for an entirely new station and it was decided to build one in the near future and to make no more changes than were absolutely necessary in the existing station. In June, 1921, the local Commission decided to build a new combined substation and office building and requested engineering assistance in connection therewith.

Preliminary plans of the electrical layout and building were prepared and submitted to the local Commission who approved of them and requested the preparation of final plans. Detail plans of the electrical layout are being prepared and specifications drawn up for the new equipment, on which quotations are being obtained.

The station is to be built at the corner of Victoria Avenue and South Street with an office building on the front end. The entire building is to be designed and the construction supervised by Mr. C. M. Borter, of Niagara Falls, the architect for the local Commission. The electrical equipment is to be installed by the Commission's Construction Department in accordance with plans to be prepared by the Engineering Department.

The substation portion of the building will be approximately 67 feet long, 38 feet wide and 44 feet high, inside dimensions. The office will be approximately 30 feet by 38 feet, and 44 feet high, inside dimensions. It is designed to accommodate two 12,000 volt incoming line equipments at present, with provision for one future 12,000 volt outgoing feeder equipment, and four 1,500 k.v.a., 13,200/2,300 volt, 3 phase, oil-insulated, water-cooled transformers with a transformer erection room and chain hoist.

The low-tension feeder equipment will consist of eight series street-lighting feeders with space for two future feeders; four 2,300 volt, commercial-lighting feeders equipped with potential regulators and space for two future feeders; one 2,300 volt station service feeder, and three 2,300 volt, power feeders with space for three future feeders.

For the present, the transformers from the existing station will be used. These consist of one 1,500 k.v.a., 13,200/2,300 volt, 3 phase, oil-insulated, water-cooled transformers and three 884 k.v.a. 12,000/2,200 volt, single-phase, oil-insulated, water-cooled transformers, all of Canadian Crocker-Wheeler Company manufacture.

The station will be fed by two 12,000 volt lines connected in through Canadian Westinghouse, type "GA-3," automatic, hand-operated, oil circuit-breakers to a bus-bar, from which connections are taken through disconnecting-switches to the transformers. All 12,000 volt equipment will be of the heavy-duty type, and will be protected by means of choke-coils, lightning-arresters, overload and reverse power-relays. All the 12,000 volt equipment, except the power transformers, is located on the second floor.

The low-tension, 2,300 volt, oil circuit-breakers will be automatic, with remote control, and will be mounted on the pipe frame work at the back of the switchboard, on which will also be mounted the main 2,300 volt bus-bars, and emergency bus-bars for use in case of trouble on any feeder breaker or on the main bus-bars. This equipment, together with the switchboard and the series street-lighting transformers is all in one large control-room on the main floor.

The transformers, erection room and track runway occupy the remainder of the main floor.

The voltage regulators and the oil and water pumps and equipment will be located in the basement. An area-way is being provided for the basement entrance to facilitate the storage of miscellaneous material in the basement.

The water for cooling the power transformers will be drawn from a cooling pond and returned to it, forming a circulating system.

It is expected to have the new station in operation by the middle of 1922.

Stamford Township Municipal Station

At the request of the local Commission, authorization was given in December, 1920, for the purchase of equipment, and the design and construction of a new, type "DR," station to replace the old outdoor station, which was in bad condition.

The new station provides for one 12,000 volt incoming line equipped with air-break switch and fuses, three single-phase, 12,000/2,300 volt transformers and two 2,300 volt outgoing feeders.

The building was completed in March.

The electrical equipment was installed and the three 175 k.v.a. transformers were moved over from the old station and installed, but only two of them were connected up, in open delta, as the third one was not in good condition. The station was placed in service in August.

As the 175 k.v.a. transformers were not in good condition, it was decided to replace them by new ones, and the necessary authority was obtained to remove the old transformers, and to purchase and install three 300 k.v.a. single-phase transformers and a 12,000 volt line oil-switch.

Three new 300 k.v.a. transformers were ordered from the Packard Electric Company in October and a new oil circuit-breaker for the 12,000 volt line is being ordered from the Canadian Westinghouse Company. It is expected that this equipment will be installed early next year.

DUNDAS TRANSFORMER STATION

The installation of the Canadian Westinghouse Company plain, round, tank type "GA," oil circuit-breaker controlling No. 1 transformer bank mentioned in last year's report was completed on December 17, 1920.

In January, 1921, it was decided to replace the type "E" oil-switches on the two Hamilton feeders by "GA3" oil-switches, also to install a type "GA3" oil-switch between the 13,200 volt station bus-bar and the emergency bus-bar. A second set of disconnecting-switches was installed in the 13,200 volt bus-bar, and the emergency oil-switch and service feeder oil-switch were connected to the bus-bar between No. 1 and No. 2 sets of bus-bar disconnecting-switches.

Disconnecting-switches were put in the lightning-arrester leads and the outgoing feeder leads were rearranged to suit. One set of potential-transformers was moved and installed at the right end of the 13,200 volt bus-bar, so that there is now one set of potential-transformers on each section of the bus-bar. The three 10 k.v.a. service transformers were removed from the gallery and installed on top of the toilet-room. This work was done by the Operating Department and was completed on October 15, 1921.

Hagersville Distributing Station

Due to increasing load at this station, the Commission, on March 2, 1921, authorized the purchase and installation of three 150 k.v.a., 1 phase, Canadian Crocker-Wheeler Company transformers to replace the three 75 k.v.a., 1 phase, Canadian Westinghouse Company transformers then in service. This work, done by the Construction Department, was completed on June 5th, 1921, the 75 k.v.a. transformers being stored on the station lot. The Hagersville Hydro-

Electric Commission requested the Commission to purchase and install an additional feeder panel and equipment. This was done and completed at the same time as the new bank of transformers was installed.

Saltfleet Distributing Station

In order to supply power to the Saltfleet Rural District, the Commission authorized, on September 21st, 1921, the purchase and installation of the equipment necessary for the erection of a pole type station to be fed ultimately from Hamilton Transformer Station using a 400 k.v.a., 3 phase, Moloney Electric, outdoor type transformer, and having one 4,000 volt, rural feeder. This work will be done by the Construction Department and will be completed early next year, power being obtained temporarily from the 13,200 volt line of the Hamilton System.

TORONTO TRANSFORMER STATION

Some delay has been experienced in waiting for equipment and also on account of tests made on No. 1 bank of transformers in March, 1921, which held up the installation of differential relay protection on the five banks of power transformers. It is expected, however, that this work will be satisfactorily completed towards the end of the year.

Synchronous condenser No. 1 was rewound to increase its capacity from 4,000 to 5,000 k.v.a., and was placed in service on December 16, 1920.

A two-section resistance was purchased and installed in August, 1921, in the field circuit of the synchronous condenser. One section of resistance is cut into the field circuit for lowering the voltage for synchronizing purposes and both sections are to be in circuit when it is required to obtain larger lagging currents. This work was carried out by the Operating Department.

The desirability of placing three 5,000 k.v.a., 63,500/26,400-13,200 volt transformers in Toronto Station yard for emergency use has been under consideration.

LONDON TRANSFORMER STATION

The installation of the 10,000 k.v.a. synchronous condenser with its switching equipment was completed in December, 1920, and the condenser was placed in service on December 21st, 1920.

In December, 1920, an order was placed with the Canadian Fairbanks Morse Company for a lubricating oil filter with two storage tanks and a hand rotary pump. This equipment was installed and connected up to the bearings of the condenser in February, 1921.

A switchboard-type temperature-indicator was ordered from the Leeds and Northrup Company of Philadelphia in April, 1921. This indicator, which is used in connection with thermocouples embedded in the stator winding of the condenser, was first placed in service on July 9th.

To provide additional transformer capacity, four of the 5,000 k.v.a. transformers purchased from the Canadian General Electric Company for use on the Niagara System will be installed in this station early in 1922. Three of the transformers will form a bank, while the fourth will be held as a spare. The three 2,500 k.v.a. transformers to be removed from No. 3 bank will be transferred to Guelph Transformer Station and the two 1,250 k.v.a. transformers now held as spares in the station will be stored in the yard pending their removal to another station.

Arrangements are being made to install equipment for an emergency 13,200 volt bus-bar in this station and also for a fourth feeder to the City of London.

Three 75 k.v.a. Siemens transformers removed from Port Stanley Distributing Station during the year are to be installed in this station to supply

power for electric heating. The heaters required will be manufactured by the Commission.

It is proposed to make some changes and improvements in the building during the coming year; these will include enlarging the main door, providing second exits from basements, and fitting up a dressing-room and shower-bath for the use of the operators and district maintenance men.

All this work will be done by the Construction Department of the Commission.

The replacement of 150/5 ampere and 200/5 ampere current-transformers with 400/5 ampere Canadian Westinghouse Company type "KB," current-transformers on three 13,200 volt feeders was completed on May 4, 1921, while the bracing of choke coils, which was to be carried out on all 13,200 volt feeders, was finished in July, 1921.

Improvements were made in the relay protection on the 110,000 volt outgoing lines to St. Thomas Transformer Station.

Canadian General Electric Company, "P.D.-3" type relays and Westinghouse, type "CO," inverse, definite-time overload-relays were installed in such a manner as to have the former type controlling when both lines are in service while the latter type are the controlling factor when only one line is in service. This work was carried out by the Operating Department and completed on October 30, 1921.

London Municipal Station

Engineering assistance was given during May and June to the London Public Utilities Commission in connection with the design and electrical lay-out for a new Municipal Station and the purchase of additional switching equipment for the same.

The station is required to accommodate, ultimately, eight 13,200 volt lines, four of which are incoming and four outgoing; six 1,500 k.v.a., 3 phase, power transformers; four 2,300 volt lighting feeders, four 550 volt power feeders, and six constant-current transformers with their feeders. A motor-generator set and 60-cell storage battery are to be provided for energizing the 110 volt, direct-current control-circuits.

The preliminary installation will consist of six 13,200 volt lines, three incoming and three outgoing; three 1,500 k.v.a., 3 phase transformers for 2,300 volt commercial and street lighting service and one 1,500 k.v.a., 3 phase transformer for 550 volt power service. In addition there will be three 550 volt power feeders, three 2,300 volt lighting feeders, and five constant-current transformers with feeders, each equipped with a 100 k.v.a., 3 phase, voltage regulator. The electrical installation is being carried out by the local Commission, who are using switching equipment purchased from the Canadian Westinghouse Company as mentioned in the 1919 report; while a contract has been placed with the same Company for other equipment required, including a sixteen-panel switchboard and the motor-generator set. The storage battery, a 60 cell, 120 ampere-hour unit, has been purchased from the Exide Battery Company of Canada, Limited. Plans and specifications for the building were drawn up by the local Commission, and the contract for the erection of the building was let to a local contractor. It is expected that the installation will be completed early next year.

GUELPH TRANSFORMER STATION

The load on Guelph Station has increased to a point which exceeds the capacity of the present bank of 1,250 k.v.a. transformers. A bank of three 2,500 k.v.a., oil-insulated, water-cooled, single phase, 25 cycle 63,500/110,000Y-13,200 volt transformers now located at London Transformer Station is to be

transferred to Guelph, and will be provided with differential relay protection when installed. This work is now in hand and will be completed in the coming year.

It was decided to erect a 110,000 volt, disconnecting-switch structure adjacent to this station for the purpose of sectionalizing the second high-tension line, and bringing a tap from it into the station bus-bar. This was completed by the Operating Department in October, 1921.

Guelph Municipal Station

In March, authorization was given for engineering assistance in connection with the purchase and test of one new 750 k.v.a., 3 phase transformer. Prices were submitted to the municipality, resulting in the purchase of the transformer from the Packard Electric Company. This work was completed in August, 1921.

PRESTON TRANSFORMER STATION

Owing to the heavy service required on the 13,200 volt feeders out of Preston Station, it was decided to increase the capacity of the type "C" oil circuit-breakers on these feeders. The Commission's approval of this was obtained, and an order for the necessary new parts required for these breakers was placed with the Canadian Westinghouse Company in February; delivery will be made early in November, when the breakers will be changed.

The No. 6 Transil oil in one power transformer was replaced by Electroseal oil, the work being completed by the Operating Department on July 31, 1921. The No. 6 Transil oil was stored in the station for use elsewhere when required.

It was decided to erect a 110,000 volt disconnecting-switch structure adjacent to this station for sectionalizing the second high-tension line and to bring a tap from it into the station bus-bar. This was completed by the Operating Department in October, 1921.

Forbes Mills

Arrangements have been made for the necessary changes at R. Forbes Mills to reduce the supply voltage from 6,600 volts to 2,200 volts, including the reconnecting of their three 75 k.v.a. single-phase transformers to suit the lower voltage. An estimate for this work was mentioned in last year's report and the work which is to be done by the Construction Department is expected to be completed early in 1922.

Galt Municipal Station

Engineering assistance was given the local Commission in connection with the electrical layout and wiring diagrams and designs for its projected new-sub-station. This station is required to accommodate five 13,200 volt lines, two incoming and three outgoing; four 1,500 k.v.a., 3 phase, 13,200/2,300 volt transformers, three 150 k.v.a., single-phase, 13,200/575 volt transformers; eight 2,300 volt lighting feeders with regulators and four 2,300 volt power feeders; six constant-current transformers with their feeders, and one 2,300 volt feeder for ornamental street lighting. Provision is also made for 13,200 volt and 2,300 volt bus-bars. Drawings made up by the local Commission were carefully checked over and returned with comments on March 22, 1921.

Construction is being carried out by the municipality and the station is expected to be ready for operation early in 1922.

Grand River Valley Railway Substation at Preston

It was decided to install a Lincoln graphic demand meter in the new Grand River Valley Railway substation at Preston for the Measurement of power. This will replace the Niagara Electric Improvement Company's graphic meter and will be installed early in November.

Hespeler Municipal Station

Engineering assistance was given to the Hespeler Hydro-Electric Commission in connection with changing the supply voltage of its station from 6,600 volts to 13,200 volts and rearranging its station layout to accommodate a switchboard in the transformer room. In addition, the wiring on the back of the switchboard is to be rearranged to comply with the requirements of modern engineering practice, and switching equipment is to be purchased and installed for one new 2,300 volt feeder. An estimate for this work was mentioned in last year's report and the work itself is to be done for the local Commission by the Construction Department and will probably be completed early in 1922.

Preston Municipal Station

Engineering assistance was given the Preston Water and Light Commission in connection with changing the supply voltage from 6,600 to 13,200 volts. The station layout is to be rearranged to accommodate two incoming 13,200 volt lines, one Westinghouse, type "E2," oil switch, four 750 k.v.a., 3 phase, 13,200/2,300 volt, oil-insulated, water-cooled transformers with remote-control, oil circuit-breakers on the low-tension side and four 2,300 volt outgoing feeders. The incoming 13,200 volt lines are tied together through disconnecting-switches to the one bus-bar inside the station. For the first installation only two 750 k.v.a. transformers will be used, these were procured in September, 1921, from the Packard Electric Company. Additional switching equipment is being purchased from the Canadian Westinghouse Company. An estimate for this work was mentioned in last year's report. The work itself will be carried out by local labor under the supervision of an engineer and foreman from the Canadian Westinghouse Company, and it is expected to complete it early in 1922.

KITCHENER TRANSFORMER STATION

The installation, mentioned in last year's report, of No. 2 bank of three 2,500 k.v.a. transformers with one spare together with the installation of differential relay protection on both No. 1 and No. 2 banks was completed by the Construction Department in May, 1921.

On November 8, 1920, the Operating Department completed the installation of larger capacity current-transformers on the 13,200 volt outgoing feeders mentioned in last year's report as being under contemplation.

Kitchener Municipal Station No. 1 and No. 2

The erection of the new sub-station at Kitchener referred to in the 1920 report and the installation of equipment therein were completed during the year. The power transformer for No. 1 station, however, was not available, consequently under the instructions of the local Commission, the new 1,500 k.v.a, 3 phase transformer originally intended for No. 2 station was installed in station No. 1, while three 500 k.v.a., single-phase transformers from the latter station were moved to station No. 2 and set up there. Steps are being taken, on the request of the Kitchener Commission, to purchase and install other equipment for connecting in a second incoming 13,200 volt line on the line side of the 13,200 volt, Westinghouse, type "GA3," line oil circuit-breaker. The work which was outlined in last year's report is being carried out by the Construction Department and should be completed and in service in December, 1921.

Waterloo Municipal Station

The extension to the substation mentioned in last year's report and the installation of the three new 750 k.v.a. transformers with the necessary switching equipment, were completed on August 20th, 1921.

STRATFORD TRANSFORMER STATION

There are no changes to record in this station, but on account of increasing load, estimates for an increase in the transformer capacity are being prepared.

Drayton Metering Station

The Packard, outdoor type, current and potential-transformers at this station are being replaced with three Westinghouse, type "MA," 25/5 ampere current-transformers and two Canadian General Electric Company, type E16, 2,200/110 volt, 25 cycle potential-transformers. The work is in the hands of the Operating Department and should be completed in December, 1921.

Harriston Distributing Station

The installation of a recording, reactive volt-ampere-meter mentioned in last year's report as being under contemplation, was carried out by the Operating Department, which completed the work on May 12, 1921.

Palmerston Distributing Station

The installation of a recording,reactive volt-ampere-meter mentioned in last year's report as being under contemplation, was carried out by the Operating Department, which completed the work on May 13, 1921.

Stratford Municipal Station

Engineering assistance was given to the local authorities in connection with the purchase and installation of one 750 k.v.a., 3 phase, 25 cycle, 26,400/-2,300 volt oil-insulated, water-cooled transformer and one 100 k.v.a., 3 phase, voltage regulator to operate with its primary in parallel and its secondary in series with the existing 100 k.v.a. regulator.

The capacity of the existing voltage-regulator circuit, moreover, required to be increased to supply a second regulator and an additional 2,300 volt outgoing feeder was needed. A contract for the transformer, regulator and switching equipment was placed with the Canadian General Electric Company in June, 1921. The transformer and switching equipment will be shipped in November, 1921, and the regulator about January 1, 1922. The installation work will be carried out by the Construction Department and it is expected that the transformer will be in service in December, 1921, and the regulator about February, 1922.

ST. MARYS TRANSFORMER STATION

St. Marys Municipal Station

The second 750 k.v.a, 3 phase transformer mentioned in last year's report was delivered and was installed by the Construction Department on April 15,

St. Marys Portland Cement Company

On October 1, 1921, the Operating Department completed the installation of a Westinghouse recording reactive-volt-ampere meter and auxiliary equipment on the incoming 13,200 volt line, to replace the Westinghouse, graphic, recording power-factor meter.

WOODSTOCK TRANSFORMER STATION

Woodstock Municipal Station

Engineering assistance was given to the municipality in connection with the purchase and installation of the three 300 k.v.a., single-phase transformers mentioned in last year's report. The installation was completed on April 28, 1921.

ST. THOMAS TRANSFORMER STATION

The digging of the cooling-water well referred to in last year's report was completed in January, 1921.

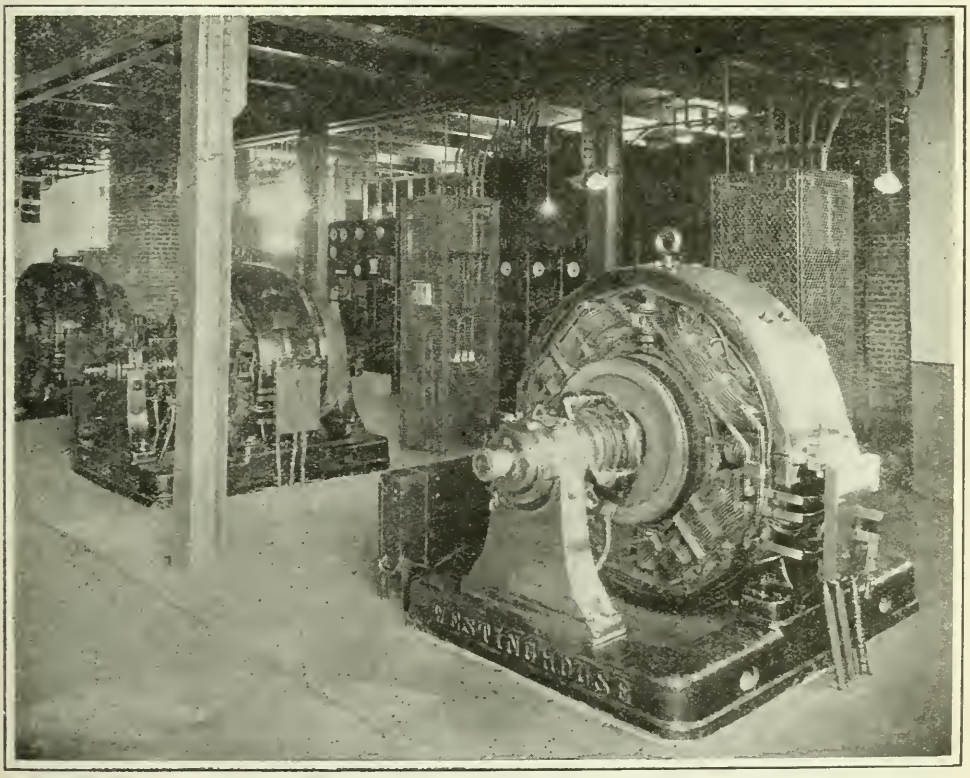
A Canadian General Electric high-speed, negative circuit-breaker was installed in connection with the rotary converters at this station. This circuit-breaker had been in temporary service for some eight months at Horton Street Station in London, although it was originally ordered for St. Thomas. Its installation was carried out by the Construction Department and completed on June 30, 1921.

Improvements were made in the relay protection on the incoming and outgoing 110,000 volt lines.

Westinghouse type "CR," reverse-power, double-contact relays together with one ground-relay were installed on incoming lines while Canadian General Electric, balance type, "PD3" relays and Westinghouse, type "CO," I.D.T.O. overload-relays were put in on outgoing lines. The arrangement is such as to allow of the "PD3" relays controlling when both lines are in service while the type "CO" controls when only one line is in service. This work was carried out by the Operating Department and completed on October 31, 1921.

Aylmer Distributing Station

The recording reactive-volt-ampere meter referred to in the 1920 report was installed at Aylmer on October 2, 1921.



Rotary Converters in St. Thomas Transformer Station

St. Thomas Municipal Station

The installation, by the Construction Department, of a water-works feeder panel and auxiliary equipment mentioned as being contemplated in last year's report was completed on January 13, 1921. The metering and switching equipment for the spare 750 k.v.a., 3 phase transformer, also mentioned in last year's report, was installed by June 26, 1921, the work being done by the Construction Department.

St. Thomas Municipal Station (Wilson Avenue)

At the request of the St. Thomas Hydro-Electric System, a power feeder panel with necessary equipment was purchased from the Canadian General Electric Company and will be installed early next year.

Port Stanley Distributing Station

The three 75 k.v.a., single-phase, Siemens transformers in this station were replaced by three 100 k.v.a., single-phase, Canadian Westinghouse transformers from Listowel. The Siemens transformers which thus became spare were stored outside the station at Port Stanley pending removal to London Transformer Station. Wall and roof ventilators were also put in this station, the work being completed by the Operating Department on February 27, 1921.

West Lorne Distributing Station

On May 10th, the Operating Department completed the installation of a recording reactive-volt-ampere meter and its auxiliary equipment on the West Lorne, 2,300 volt out-going feeder.

BRANT TRANSFORMER STATION

Brantford Municipal Station

Engineering assistance was given to the municipality in connection with the purchase and test of a 1,500 k.v.a., 3 phase transformer and four 3 phase reactors to enable the four 750 k.v.a. transformers already in the station to be operated in parallel with the new 1,500 k.v.a. transformer. The contract was let to the Canadian Crocker-Wheeler Company and the transformer was tested in September, 1921.

Simcoe Municipal Station—Port Dover Feeder

A switchboard panel with meters and other necessary material for a 4,000 volt feeder to the village of Port Dover have been ordered and with the permission of the local Commission, will be installed in its station early next year.

COOKSVILLE TRANSFORMER STATION

Port Credit Distributing Station

Instructions were received in October, 1921, to change the low-tension voltage from 2,300 to 4,000 volts. This change will be effected early next year.

Toronto Milling Company

The recording, reactive volt-ampere-meter mentioned in last year's report was duly installed by the Operating Department on April 9, 1921.

Weston Municipal Station

The low-tension voltage in this station was raised from 2,300 to 4,000 volts on September 19, 1921.

KENT TRANSFORMER STATION

During March, 1921, the Construction Department completed the work of increasing the capacity of the Canadian Westinghouse Company type "E", 26,400 volt, oil circuit-breakers, mentioned in last year's report as being under contemplation.

The current-transformers on two Sarnia feeders were rewound by the Operating Department for a ratio of 160-80/5-5 amperes and a third current-transformer per feeder was installed. This work was completed on April 19, 1921.

The Operating Department also rewound the current-transformers on two Chatham feeders for 160-80/5-5 amperes ratio.

The load on this station having increased to such an extent as to necessitate the installation of more transformer capacity, it was decided to replace No. 2 bank of 1,250 k.v.a. transformers with a bank of 2,500 k.v.a. units making the total capacity of the station 11,250 k.v.a. In addition a 26,400 volt emergency bus-bar is to be installed and improved relay protection given on the 26,400 volt feeders. This work will be done by the Construction Department and will be completed early next year.

The relay protection on incoming and outgoing 110,000 volt lines is to be improved by installing Westinghouse type "CR," reverse-power, double-contact relays and one ground relay on incoming lines with Canadian General Electric balance type "PD3" relays and Westinghouse type "CO," inverse. definite-time, overload relays on outgoing lines. This work will be carried out by the Operating Department and will be completed in November, 1921.

Dominion Sugar Company, Wallaceburg

Work is proceeding on the installation of the metering equipment authorized for an outdoor station to be built by the Dominion Sugar Company.

Forest Distributing Station

Equipment has been purchased from the Canadian Westinghouse Company for a power feeder to supply the village of Thedford. This feeder will be installed by the Construction Department early next year and at the same time the low-tension voltage at this station will be raised from 2,300 to 4,000 volts.

Oil Springs Distributing Station

The 50 k.v.a., 3 phase transformer at this station broke down and was taken out of service on September 18, 1921. It was replaced temporarily by the 75 k.v.a., 3 phase transformer released from Essex Distributing Station. Ultimately this latter transformer will be replaced in turn by a 150 k.v.a. unit which will make the total capacity of the Oil Springs Station 225 k.v.a. It is expected that this equipment will be installed early in 1922.

Petrolia Distributing Station

Three 150 k.v.a. transformers in this station were replaced by three 300 k.v.a. units purchased from the Packard Electric Company. The installation, which included all necessary changes in equipment to take care of the increased capacity of the transformers, was carried out by the Commission's Construction Department and completed in October, 1921. The 150 k.v.a. units released by this transaction were stored in the market building near the substation pending use elsewhere.

Sarnia Municipal Station

The 1,500 k.v.a. transformer mentioned in the last annual report as being installed was placed in service on December 12, 1920.

The remodelling of the pole structure outside the station and the placing of the feeders under ground was completed on January 31, 1921. In addition, all 4,000 volt feeders except the street railway and street lighting feeders were equipped with two extra Roller Smith type "FIA" ammeters each, purchased at the request of the local Commission. This work was completed in July, 1921.

Tilbury Distributing Station

On January 26, 1921 the Operating Department completed the installation of the recording reactive-volt-ampere meters and auxiliary equipment for the same on the Tilbury and Comber 4,000 volt, outgoing feeders.

Watford Distributing Station

Authorization was received in September for installing an additional 4,000 volt feeder for the Village of Alvinston. The 50 k.v.a., 3 phase transformer in this station, moreover, is to be removed and turned into stock on replacement by a 150 k.v.a., 3 phase transformer for which tenders have been requested. The pole structure will be changed as necessary to accommodate the above changes in equipment, and it is expected that the work will be completed early next year.

ESSEX TRANSFORMER STATION

On March 16, 1921, the Operating Department completed the rewinding for an 80-40/5-5 ampere ratio, of the current transformers on the Windsor feeders. They also installed a third current-transformer for each of these feeders.

Three Westinghouse type "CR," reverse-power, double-contact relays and one "CO" ground-relay were installed by the Operating Department on the incoming 110,000 volt lines to afford improved protection. The relays are operated by 400/5 ampere ratio, bushing type current-transformers. This work was completed on October 17, 1921.

Work is in hand in connection with the installation of No. 2 bank of transformers, consisting of three Canadian General Electric Company 5,000 k.v.a., 63,500/26,400-13,200 volt, oil-insulated, water-cooled transformers, and one spare of like rating. Arrangements are also under way for the purchase and installation of 26,400 volt switching equipment for one transformer bank, two new feeders, one emergency feeder and a new 26,400 volt emergency bus-bar.

Relay protection is being improved on the feeders, and steps are being taken towards the purchase and installation of a third current-transformer on each feeder not already so equipped.

The purchase and installation of larger capacity water-pumps rated at 300 gallons per minute and other changes in cooling-water supply are being considered. Arrangements are being made for differential relay protection on the two banks of transformers. The transformers should be installed by December, 1921, the work being carried out by the Construction Department under supervision of the Canadian General Electric Company's engineer.

The other work will be carried out by the Construction Department during the coming year.

Canard River Distributing Station

The installation of a Lincoln demand meter to replace the Canadian Westinghouse Company type "RA" demand meter was completed on October 22, 1921.

Cottam Distributing Station

The installation of a Lincoln demand meter to replace the Canadian Westinghouse Company type "RA" demand meter was completed on March 23rd, 1921.

Essex Distributing Station

The 75 k.v.a., 3 phase transformer in this station was replaced by a 150 k.v.a., 3 phase, Packard Electric Company unit and taken to Oil Springs for temporary service. The work was done by the Construction Department and completed on September 25, 1921.

Leamington Distributing Station

The installation by the Construction Department of switching and metering equipment for three 4,000 volt, outgoing feeders, and one 4,000 volt, incoming line was completed on August 1, 1921.

Sandwich, Windsor, and Amherstburg Railway

The installation of the 500 k.w., rotary converter and auxiliary equipment mentioned in last year's report was carried out by the Construction Department, and the unit placed in service on December 19, 1920, using temporary 4,000 volt switching equipment. The installation of the permanent switching equipment was completed in July 1921.

Windsor Municipal Station

Plans and specifications requested by the Windsor Hydro-Electric system for their station extension and equipment were duly prepared and submitted to the Municipality in June, 1921. On October 29, 1921, authority was received from the Windsor Hydro-Electric System to call for tenders on the building and equipment.

Tests were witnessed in April, 1921, on a 1,500 k.v.a. transformer purchased by the Municipality from the Canadian General Electric Company.

YORK TRANSFORMER STATION

It was decided not to install, at the present time, the graphic wattmeter, the installation of which was mentioned in last year's report as being under consideration.

Etobicoke Distributing Station

The Canadian Crocker-Wheeler Company 1,500 k.v.a., 3 phase, oil-insulated, water-cooled transformer placed in this station last year as a spare in case of emergency, was taken out and shipped to Montrose on June 7, 1921, to take the place of equipment destroyed in the fire which occurred at the latter station.

The 1,500 k.v.a., 3 phase, oil-insulated, self-cooled, Canadian Westinghouse transformer mentioned in last year's report was installed and placed in service on September 19, 1921, together with high-tension and low-tension switching equipment.

No. 2 transformer was re-connected so as to supply 4,000 volts instead of 2,300 volts on the low tension side to feed Mimico. All necessary changes were made in switching equipment and on the Mimico feeder. The work was carried out by the Construction Department and completed on October 19, 1921.

Mimico Distributing Station

The 2,300 volt feeder for the town of Mimico was taken out of the Mimico Distributing Station and arrangements were made to feed at 4,000 volts from Etobicoke Distributing Station. The change-over was completed on October 19, 1921.

HAMILTON TRANSFORMER STATION

To provide for the increasing Hamilton load it was decided to build a 110,000/13,200 volt transformer station near the east side of Hamilton. It is to be built on a site purchased on the south side of the Beach Road bordering on the easterly limits of the city of Hamilton. Work was authorized in July, 1921, but active construction will not be undertaken until early in 1922.

The station is designed for installing all the 110,000 volt switching equipment and power transformers outdoors, and the 13,200 volt equipment in adjacent one-storey buildings. The switch-board, oil and water-pumps, battery

and other station equipment, as well as a large erection room and crane, are in a separate building.

Electrical Equipment

The station is designed for three 110,000 volt lines, five banks of three 5,000 k.v.a. power-transformers, and 15 outgoing 13,200 volt feeders with all necessary station-service equipment. Provision is made for duplicate 13,200 volt bus-bars and a duplicate set of feeders from these bus-bars. Reactances with oil circuit-breakers are to be cut into the bus-bars between No. 2 and No. 3 transformer banks and between No. 4 and No. 5 transformer banks.

The first installation will consist of two incoming 110,000 volt lines; two banks of 5,000 k.v.a. transformers and one spare; one 13,200 volt bus-bar, and four outgoing, 13,200 volt feeders with the station-service equipment.

The seven outdoor power-transformers will be furnished by the Canadian Westinghouse Company, having been ordered in December, 1920. The outdoor high-tension switching equipment is also ordered from the Canadian Westinghouse Company.

Canadian Westinghouse Company, 13,200 volt, oil circuit-breakers and current-transformers are to be used throughout.

Ohio Brass Company 110,000 volt insulators are ordered. The 13,200 volt insulators and disconnecting switches are ordered from the Ferranti Electric Company.

NIAGARA SYSTEM RESERVE EQUIPMENT

In order to take care of the increasing load on the high-tension stations on the Niagara System, the Commission, on December 14, 1920, placed an order with the Canadian General Electric Company for twenty-one 5,000 k.v.a., 80 per cent. power-factor, 63,500/13,200-26,400 volt, 25 cycle, single-phase, water-cooled, outdoor-type transformers, and with the Canadian Westinghouse Company for nine transformers of similar rating. Six of the Canadian General Electric Company transformers and two of those from the Canadian Westinghouse Company are not required for delivery until July 1st, 1922, while the remainder are nearly all completed. These are allotted to the various high-tension transformer stations where increasing loads require additional capacity.

The Commission, realizing the advisability of carrying a reserve stock of transformers which would be available in case of failure to the larger distribution transformers in any of the Municipalities' or the Commission's distributing stations, purchased from the Canadian Crocker-Wheeler Company on July 14, 1921, two 1,500 k.v.a., 25 cycle, 26,400-13,200/2,300-4,000 volt, water-cooled, outdoor-type, three-phase, transformers. These are completed and held at the Canadian Crocker-Wheeler Company's factory in St. Catharines.

THOROLD SYSTEM

Thorold Municipal Station

Totalizing metering equipment for the municipality of Thorold was installed in September by the Construction Department. The equipment consists of one Canadian Westinghouse, graphic recording watt meter, one recording reactive volt-ampere meter and one watt-hour meter with necessary wiring, switching and testing fixtures.

SEVERN SYSTEM

BIG CHUTE GENERATING STATION

Instructions were received in October, 1921, authorizing the purchase of an air-compressor with a capacity of 20 cubic feet of free air per minute, and

its installation in the Big Chute Generating Station. Tenders have been called for on this equipment, and drawings are now prepared to cover its installation, which should be completed in January, 1922.

Barrie Distributing Station

To provide increased transformer capacity to meet the load requirements at the Barrie Distributing Station, it was decided in April, 1921, to purchase an additional bank of two 350 k.v.a., single-phase, 60 cycle, 22,000/2,300-575 volt transformers equipped with Scott taps, to operate in parallel with the existing Canadian General Electric bank of transformers.

Tenders were called for in May, 1921, and the contract was placed for these transformers with the Packard Electric Company. The 22,000 volt oil circuit-breaker was also equipped with current-transformers and relays for more adequate protection, and disconnecting-switches were installed in the high-tension leads of each transformer bank for disconnecting each bank from the station high-tension bus.

Additional 2,200 volt equipment, comprising a transformer circuit-breaker, meter, relays and switchboard panel was purchased.

The installation of equipment by the Commission's Construction Department was started September 15th, 1921, and completed October 27th, 1921.

Bradford Distributing Station

Increased transformer capacity being required at the Durham Distributing Station, and the load at Bradford not increasing in accordance with expectations, it was decided in June, 1921, to move the three 100 k.v.a., 22,000/2,300-575 volt, 60 cycle, Moloney transformers from this station to Durham, and replace this equipment with a new three-phase, 60 cycle, 75 k.v.a., 22,000/2,300-575 volt, Canadian General Electric transformer. These transformers were installed June 26th, 1921, and the Moloney transformers shipped to Durham, the work being handled by the Commission's Construction Department.

Coldwater Distributing Station

Load Conditions in the Municipality of Coldwater in January necessitated increased transformer capacity in the Coldwater Distributing Station. Instructions were received in January, 1921, authorizing the installation of one 25 k.v.a., single-phase, 60 cycle, 22,000/2,300-575 volt transformer, to be obtained from the Port McNicoll Distributing Station, and operated in conjunction with the two existing 25 k.v.a. transformers in the Coldwater Distributing Station. This was done by the Commission's Operating Department on January 9th, 1921.

Collingwood Distributing Station

The 22,000 volt, Delta-Star lightning-arrester referred to in last year's report was installed in November, 1920.

Cookstown Distributing Station

Severe lightning disturbances on the section of line in the vicinity of Cookstown indicated the necessity for more adequate protection of equipment at the Cookstown Distributing Station. Authorization to purchase a 22,000 volt, Delta-Star lightning-arrester was obtained in April 1921, and its installation was completed by the Commission's Operating Department on July 29th, 1921.

Port McNicholl Distributing Station

Instructions were received in January, 1921, to dismantle the Port McNicoll Distributing Station, and to remove the low-tension feeder equipment to the C.P.Ry., Port McNicoll Distributing Station, serving the Municipality

of Port McNicoll from the 550 volt bus-bars in this station. Two 15 k.v.a., 60 cycle, 2,200/550 volt service-transformers were purchased, and installed on a pole-structure on the C.P.R. property. They are used to step up the voltage from 550 to 2,200 volts, which is the distribution voltage of the local system. Other equipment, with the exception of the power transformer removed from the original Port McNicoll Distributing Station, has been turned over to Maintenance Stock on this System. This new station was placed in service February 16th, 1921. One 25 k.v.a. transformer was transferred to Coldwater Distributing Station and installed at this point in January, 1921. The other transformer is now held in the Severn System Reserve Equipment and stored at Waubaushene Distributing Station.

Victoria Harbor Distributing Station

Owing to the high maintenance costs and to the necessity of having an operator to charge the electrolytic lightning arrester in the Victoria Harbor Distributing Station, instructions were received in April, 1921, authorizing the purchase of a Delta-Star, graded-resistance, lightning-arrester, to replace the old equipment.

This arrester was purchased in May, 1921, and its installation was completed by the Commission's Operating Department in July, 1921. The electrolytic arrester removed from service has been turned over to the Maintenance Stores on theSevern System to be used as spare equipment for arresters of the same type now in service at stations of the northern system.

EUGENIA SYSTEM

Durham Distributing Station

Instructions were received in March, 1921, to replace the graphic, recording demand-meter measuring the Holstein feeder load in the Durham Distributing Station with a Lincoln demand meter. This meter was purchased on April 5th, 1921, and the interchange of equipment made on May 27th, 1921, by the Operating Department of the Commission.

Additional load requirements in June, 1921, necessitated the purchase of transformers of larger capacity, the three 50 k.v.a. Canadian General Electric transformers being replaced with three 100 k.v.a., Moloney transformers from the Bradford Distributing Station. These new transformers were installed on July 3, 1921, the smaller transformers being stored outside the distributing station pending disposition. This installation was taken care of by the Commission's Construction Department.

Hanover Distributing Station

The installation of the third three-phase, 750 k.v.a. Packard Electric transformer mentioned in the last report was completed by the Commission's Construction Department and placed in service on March 20th, 1921.

In May, 1921, instructions were received for the erection of an outdoor switching-station immediately in the rear of the existing distributing station.

The design provides for the two 22,000 volt lines from Durham to come into this station through Westinghouse outdoor-type, "GA-3," oil circuit-breakers, each leading to a separate set of bus-bars, and controlled by Westinghouse reverse-power relays.

A tie-bus, with disconnecting-switches at each end, serves to parallel the two lines if required. The line to Kincardine is connected to this tie-bus through a third "GA-3" oil circuit-breaker controlled by Canadian General Electric type "PQ," overload-relays, while two H.E.P.C. air-break switches and S & C fuses are provided, through which the Chesley line can be connected to either main bus-bar.

Provision is made for feeding Hanover station from either of the two, main bus-bars through feeders controlled by disconnecting switches.

100/5 ampere H.E.P.C. air-insulated current-transformers are being installed in both the Durham and Kincardine lines, and provision is made for the future installation of another line to Kincardine.

The work is in the hands of the Construction Department and should be completed in January, 1922.

In September, 1921, the Municipality of Hanover purchased a 300 k.v.a., 4,000 volt, Crocker-Wheeler synchronous condenser with switching equipment, and instructions were issued, at its request, covering the installation of this equipment in an extension to the existing Hanover Distributing Station. This condenser will be used by the Municipality for power-factor correction of the local system load.

Telephone equipment is being installed in this station to meet the requirements of the district.

Instructions were received in May, 1921, authorizing the purchase of a telephone for the patrolman's residence. The equipment was purchased and installed by the Commission's Operating Department in July, 1921.

The necessity at this location of a storehouse for maintenance stock on the lines and stations was recognized, and in May, 1921, authorization was received covering the purchase of a small sheet-metal building, the property of Mr. Edward Knechtel, of Hanover. This building was bought by the Commission in June, 1921, and moved to the Commission's site on August 1st.

Owing to a change of plans it was decided not to install the second 22,000 volt line into the Distributing Station; this was referred to in last year's report as likely to be constructed in the Spring of 1921.

Holyrood Distributing Station

The installation of equipment in the new Holyrood Distributing Station, as mentioned in the last annual report, was completed by the Commission's Construction Dept. and the station placed in service during April, 1921.

Kincardine Distributing Station

The installation of three 125 k.v.a. transformers and electrical equipment in the remodelled Kincardine pumping station as mentioned in the last annual report was completed, and the station placed in service in May, 1921.

Orangeville Distributing Station

The removal of the three 150 k.v.a., Moloney transformers from service in the Orangeville Distributing station and their replacement by three 100 k.v.a. transformers from Amherstburg Distributing Station, Essex County System, as mentioned in the last annual report, was completed by the Commission's Construction Department on January 9th, 1921. The displaced 150 k.v.a. transformers were shipped to Walkerton Stone Quarry Distributing Station for service at that point.

Owen Sound Distributing Station

Authorization was obtained in April, 1921, to purchase and install disconnecting-switches in the arrester leads. This work was completed by the Commission's Construction Department in June, 1921.

Instructions were received in October, 1921, to replace the graphic, recording Niagara Electric Improvement Company demand-meter with a Westinghouse graphic watt-meter for more accurate power measurement. This change is being made and should be completed early in December, 1921.

Priceville Distributing Station

The installation of equipment in the Priceville Distributing Station, as mentioned in our last report, was completed and this station placed in service March 17th, 1921.

Teeswater Distributing Station

The installation of equipment in the new Teeswater Distributing Station, as mentioned in our last year's report, was completed and the station placed in service during May, 1921.

Instructions were received in April, 1921, authorizing the purchase of a patrolman's telephone equipment. This equipment was installed by the Commission's Operating Department in July, 1921.

Walkerton Stone Quarry Distributing Station

The installation of equipment in the new Stone Quarry Distributing Station, as mentioned in the last report, was completed by the Commission's Construction Department and placed in service on February 28th, 1921.

Wingham Distributing Station

The installation of equipment in the new Wingham Distributing Station, as mentioned in the last report, was completed and the station placed in service during April.

Engineering assistance was also given to the Municipality in connection with the re-wiring of the local generator switchboard. This work was completed by the Commission's Construction Department on June 21st, 1921.

WASDELLS SYSTEM

Beaverton Distributing Station

The importance of the load on the Beaverton feeder in the Beaverton Distributing Station necessitated the purchase of a Westinghouse, recording, reactive volt-ampere-meter and its installation on this feeder. The meter was purchased in May, 1921; installed by the Commission's Operating Department and placed in service on October 16th, 1921.

Kirkfield Distributing Station

In order to obtain better communication with the station operator at the Kirkfield Distributing Station, authorization was received in April, 1921, to purchase additional telephone protective equipment to be installed in the Kirkfield Station, and to purchase a gong and secondary equipment to be placed in the machine shop of the crushed-stone plant. This equqipment was installed by the Commission's Operating Department in July, 1921.

ST. LAWRENCE SYSTEM

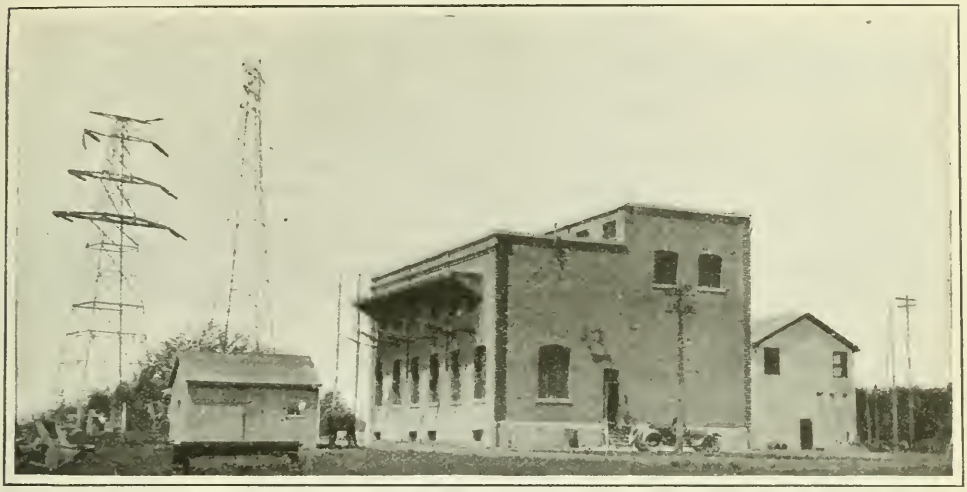
CORNWALL TRANSFORMER STATION

Four 5,000 k.v.a., 60 cycle, 63,500/26,400-13.200 volt, single-phase, outdoor-type transformers were ordered from the Canadian General Electric Company to replace the four 1,250 k.v.a. units now in the station.

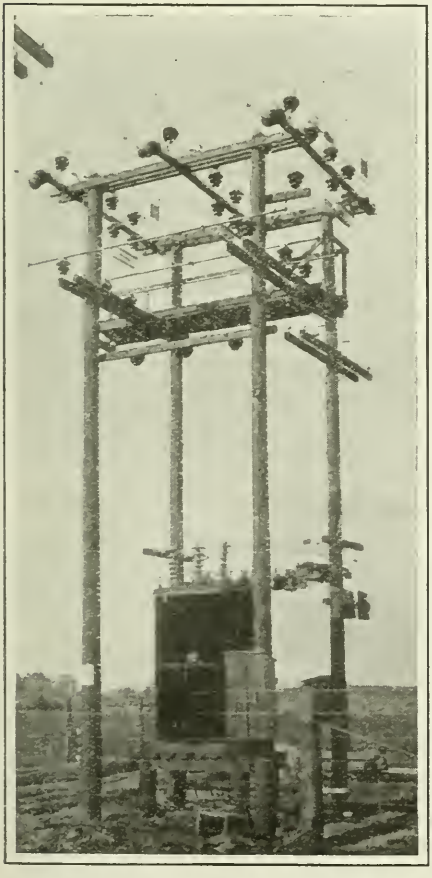
Plans have been prepared to cover certain changes in the station necessary for the accommodation of these larger units, as also for the temporary installation of these latter out of doors while the station alterations are being made.

The new transformers will be ready in 1922, when it is anticipated that the load will have increased sufficiently to require their immediate installation.

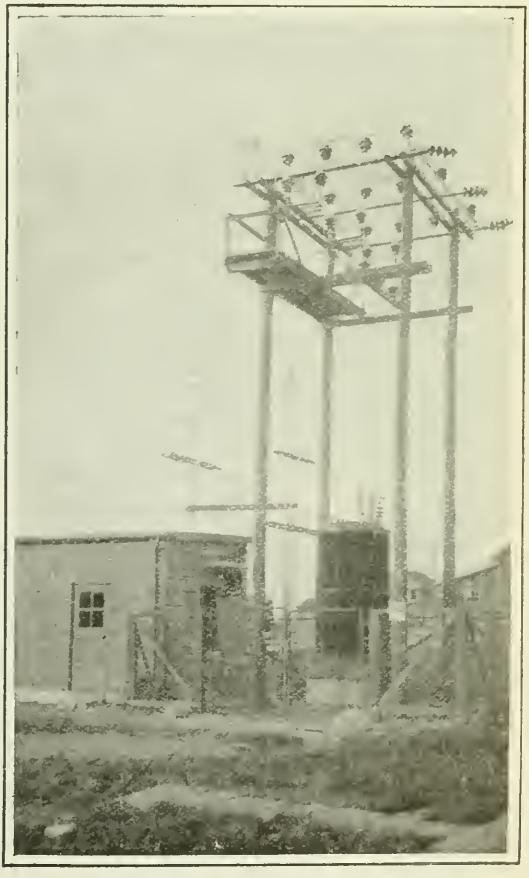
In the meantime, however, a temporary station has been erected as a precautionary measure to take care of any sudden increase of load. This consists of a wood frame and corrugated, galvanized-iron building put up close to the main Cornwall station, in which are installed, ready for connection, four 750 k.v.a., 25 cycle, 63,500/13,200 volt transformers on loan from the Niagara System.



Cornwall Transformer Station. May 18th, 1921



Apple Hill Distributing Station.
May 18th, 1921



Alexandria Distributing Station.
May 18th, 1921

Alexandria Distributing Station

This station was fully described in the last report. It was placed in service on January 18th, 1921, and the installation completed during April.

Apple Hill Distributing Station

The station which was installed at this point was formerly intended to be placed at Martintown, but due to a change in the plans for serving the district in this vicinity, it was placed at Apple Hill. It is a standard H.E.P.C. pole-type station with a 300 k.v.a., 3 phase transformer, but as no meter house has been built at the present time the metering equipment was placed outdoors; power will be supplied to it over the 26,400 volt line from Cornwall Transformer Station. The Apple Hill Station is designed for 44,000 volts, but will be operated at 26,400 volts for the present.

The high-tension switching supplied by the Monarch Electric Company consists of air-break disconnecting switches, fuses, choke-coils and arresters. The transformer was bought from the Packard Electric Company and is a standard 300 k.v.a., 60 cycle, 3 phase, 44,000-26,400/4,160-2,400-600 volt, outdoor transformer. This station supplies power not only to Apple Hill, but also to Maxwell. It was placed in service on February 22, 1921.

Cornwall Pulp & Paper Company Distributing Station

Standard H.E.P.C. metering equipment was installed on the Company's switchboard panel to measure power which is sold to the company on the high-tension bus-bars.

The two 50,000/25,000-100 volt potential-transformers for this installation were purchased by the Commission from the Packard Electric Company, while arrangements were made with the pulp company for joint use of its current transformers.

Toronto Paper Company Distributing Station, Cornwall

As outlined in last year's report, a 750 k.v.a. transformer was installed temporarily in this station, pending delivery of the 1,500 k.v.a. unit ordered from the Canadian General Electric Company, the low-tension switching equipment for this unit being loaned to the Commission by the Company.

The 1,500 k.v.a. transformer was ultimately put in service on May 25th, without making any changes in connections or switching which, however, will be proceeded with early in 1922. This installation included reinforcing the main floor with additional steel, making connections to the city water mains and putting in a meter.

The extension to the building mentioned in last year's report was not found to be necessary and was not carried out.

Martintown Distributing Station

Originally it was intended to install at this point a standard, H.E.P.C., pole-type, 300 k.v.a. station without the brick meter-house, but owing to a rearrangement in the serving of this vicinity, the station was placed at Apple Hill and a rural-class, 150 k.v.a. station installed at Martintown.

This station is supplied with power over the 26,400 volt line from Cornwall Transformer Station. It is designed for 44,000 volts, but for the present it will be operated at 26,400 volts.

The high-tension switching, manufactured by the Commission's Production and Service Department, consists of single-pole disconnecting-switches, fuses and choke-coils. The transformer was purchased from the Packard Electric Company and is a standard 150 k.v.a., 3 phase, 60 cycle, 44,000-26,400/4,160-2,400 volt, rural-class, outdoor transformer. This station supplies power to Lancaster as well as to Martintown, and was placed in service on May 25th, 1921. No station metering was installed, each town being metered separately.

Morrisburg Distributing Station

This station was dismantled after the power supply from it to Williamsburg was discontinued. Part of the equipment was used at Alexandria Distributing Station and the balance was placed in stores.

Williamsburg Distributing Station

This station was fully described in last year's report. It was placed in service on December 24th, 1920, and is supplied with power from Cornwall Transformer Station. It is designed for 44,000 volts, but for the present will be supplied at 26,400 volts. Williamsburg formerly received its supply of power from Morrisburg at 4,000 volts; it was disconnected from this source on the above date.

RIDEAU SYSTEM

HIGH FALLS GENERATING STATION

During the past year the voltage-regulator equipment was completed and placed in service. An air-compressor and piping has been installed and an extension has been made to the water-piping to have water available for fire protection. Spare generator coils have been purchased.

Balderson Distributing Station

To supply Lanark and the rural district between Balderson and Lanark with power, a rural-class station was installed at Balderson, on the side of the highway, directly under the high-tension line between High Falls and Perth. It was placed in service on September 29th, 1921.

The transformer was supplied by the Moloney Electric Company and is a 50 k.v.a., 44,000 volt unit with a reduced capacity of 30 k.v.a. at 26,400 volts. The high-tension switching was manufactured by the Commission's Production and Service Department and consists of single-pole disconnecting-switches, choke-coil and fuse all mounted on a common channel-iron base. Outdoor metering equipment measures the load and it is mounted on the first pole adjacent to the station. A Lincoln meter was installed. The low-tension arresters are mounted on the second pole from the station.

Carleton Place Distributing Station

In April the permanent meter installation was completed and ventilation was provided for the high-tension room.

Kemptville Distributing Station

This is a standard 3 phase, rural-class station installed on the highway directly under the high-tension line. Power is supplied to it over the 26,400 volt line from High Falls and Merrickville. It is expected that the station will be placed in service during November, 1921. The high-tension switching equipment was manufactured by the Commission's Production and Service Department, and consists of single-pole units. The transformer was supplied by the Packard Electric Company and is a standard, 150 k.v.a., 44,000-25,400/4,160-2,400 volt rural-class unit. The metering is done with standard outdoor equipment which is mounted on the pole adjacent to the station. The low-tension arresters are mounted on the second pole from the station and are standard equipment.

ALMONTE MUNICIPAL GENERATING STATION—"WYLIE PLANT"

Upon request of the municipality of Almonte, assistance is being given on the installation of a 200 k.v.a., 2,400 volt, Canadian General Electric, 3 phase, 60 cycle generator and switching equipment, which the municipality had purchased from Perth. The installation is to be made in the plant known as the

"Wylie Plant" and replaces a small direct-current machine. This plant is on the opposite side of the river from the present Municipal Station and the two stations are to be arranged to operate in parallel. This installation should be completed early in 1922.

THUNDER BAY SYSTEM

NIPIGON GENERATING STATION

In the two previous annual reports the station design, and a description of electrical and mechanical equipment and of the building were given. The station has since been built and placed in operation and the following is a brief outline of the progress of construction and installation.

Building Progress

The main control-conduits were laid in their respective positions and concrete was poured up to the generator-room floor-level (elevation 705') by October 9th, 1920.

The gate-house floor (elevation 748') was poured on October 19th, electrical conduits having been previously laid in position.

By October 20th, all of the steel crane columns had been erected on the generator-room floor and a number of trusses and purlins were in place.

The generator-room steel-work was completed on October 27th, and the crane-girders were placed in position.

On account of not being able to pour the walls of the generator-room for some time, it was necessary to erect temporary wooden walls around the north, south and east sides of the generator-room, as well as a temporary roof to protect the electrical apparatus, etc., about to be installed and stored on the main floor. These temporary walls served as inside form work for the pouring of concrete later. The temporary west wall was built in a substantial manner, and will remain until the building is extended at some future date.

On November 2nd the 75-ton Shaw travelling crane was placed in service. This made it possible for the turbines and the generator bed plates to be assembled and placed in position; the latter were finally aligned and grouted in on November 14th.

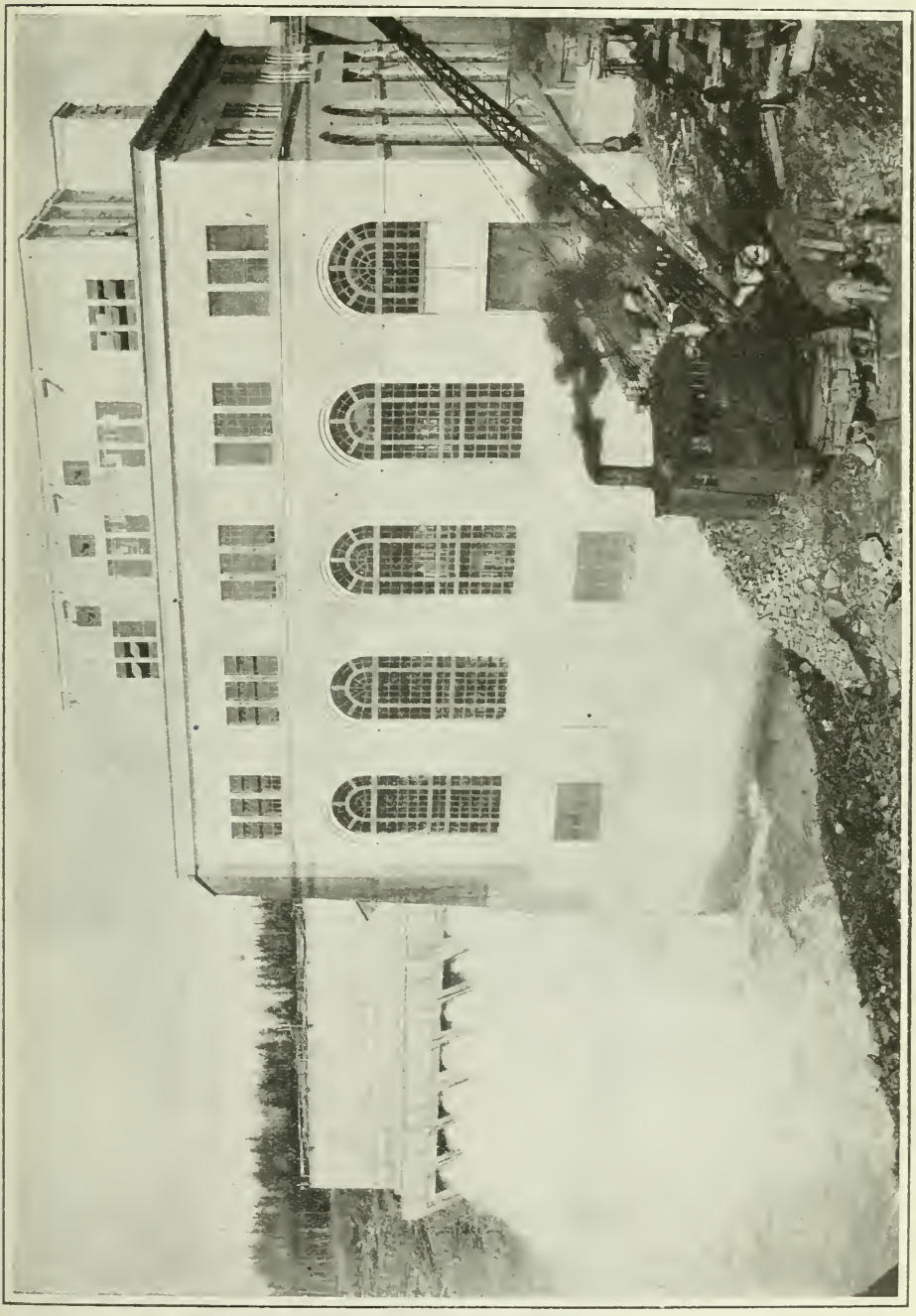
The erection of steel-work for switching-equipment rooms was started on November 1st, 1920, and completed on March 12th, 1921. The pouring of generator-room walls was started on December 4th, 1920, and completed on June 25th, 1921. The generator-room roof was completely poured by July 9th, and roofing was laid under supervision of the Barrett Roofing Company of Toronto.

The switching equipment room floors at elevations 717', 732' and 740' were poured by April 30th and the control room bay floors at elevations 716', 724', 740' and 752' by May 10th. The gatehouse walls were completed on June 25th and the pouring of the roof about the same date. The last of the window-sash supplied by the Trussed Concrete Steel Company was placed in position about June 25th, but glazing was not finished until October 1st.

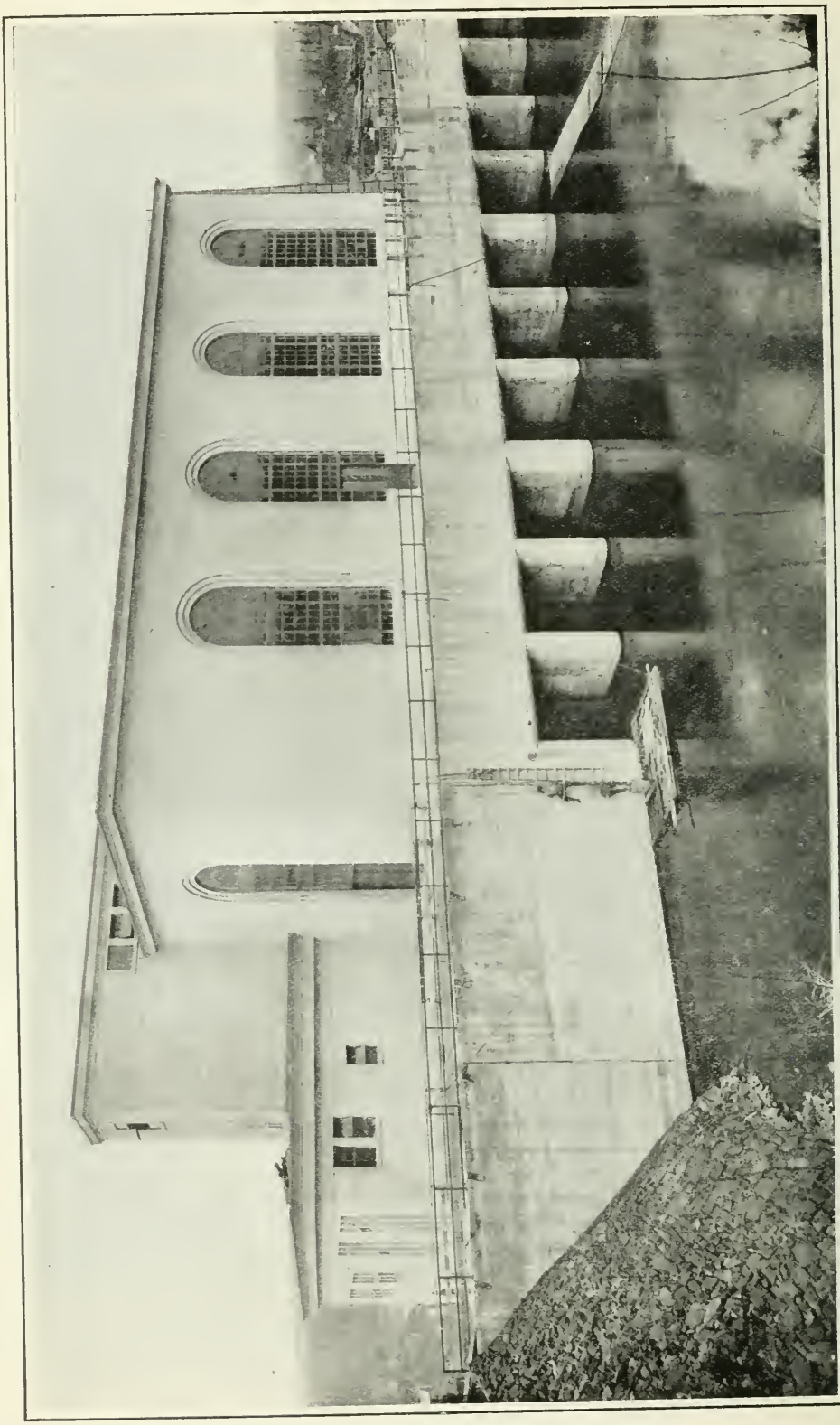
The progress of work in connection with the erection of the power house superstructure was expedited considerably by the unusually mild winter weather experienced, but was hampered to a certain extent by shortness of labor in the summer months.

Operators' Houses

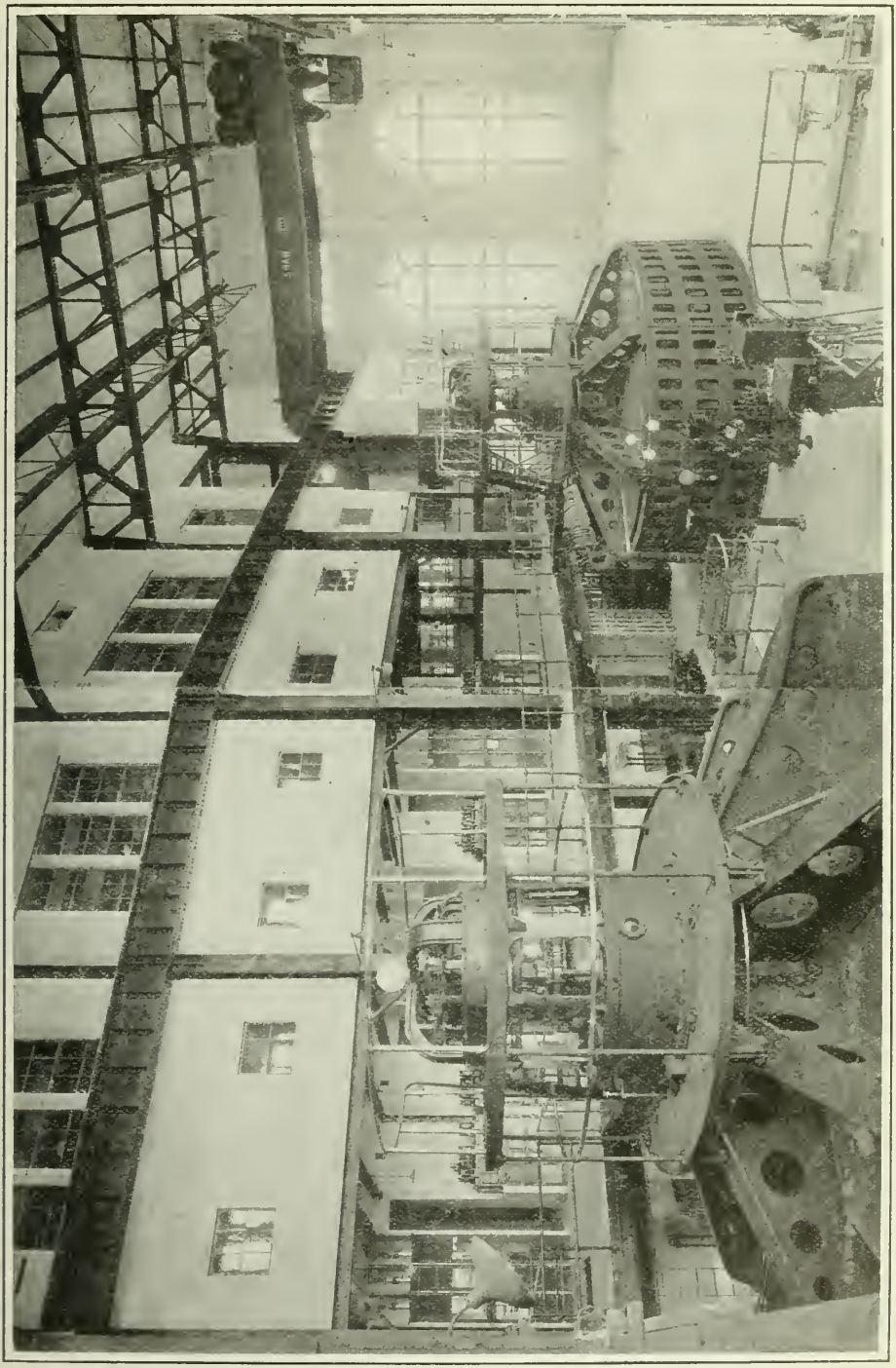
On May 20th an order was placed with the Canadian Aladdin Company for four detached houses (one 8 rooms, one 7 rooms, and two 6 rooms) and one pair of semi-detached houses (each 6 rooms). Three of the detached houses and the semi-detached houses have been erected by the Construction Depart-



Nipigon Power House from South. October 22nd, 1921



Nipigon Power House from North-West. October 22nd, 1921



Nipigon Power House: Generator Room from West End. October 22nd, 1921

ment of the Commission, being completed in September. The fourth detached house will be erected in the spring of 1922.

The houses are finished in "Stucco," with foundations of cement blocks.

Temporary Installation of Electrical Equipment

As mentioned in the 1920 report, it was found after careful consideration that power could be supplied to the City of Port Arthur by December 21st, 1920, the date on which the contract with the Kaministiquia Power Company for power for that city expired.

To do this it was necessary to complete the erection of one of the two 10,600 k.v.a. generator units and to install temporarily two of the four 8,000 k.v.a. transformers and necessary low-tension switching equipment on the generator-room floor. This temporary installation was completed about December 16th, and after being tested out, was placed in service at midnight, December 20th, when power was first supplied from this station to the City of Port Arthur.

Generators

Work was started by the Canadian Westinghouse Company on the erection of No. 2 generator on November 8th, 1920, and by working night as well as day shifts this unit was completed and placed in service on December 20th, 1920.

The erection of No. 1 generator meanwhile was carried on with all possible speed. It was not, however, till March 14th, 1921, that this unit was ready for service.

12,000 Volt Bus-Bars and Switching Equipment

Armoured, lead-covered, three-conductor cable was run from No. 2 generator over to a Canadian Westinghouse Company type "C" circuit-breaker and through it to a temporary 12,000 volt bus-bar of 500,000 C.M. cables; from this bus-bar leads were run to a second type "C" circuit-breaker, and thence to the low-tension terminals of the two 8,000 k.v.a. transformers.

Transformers

The above-mentioned two 8,000 k.v.a. transformers were placed on the main floor in the south-west corner of the generator-room and were connected up in open delta. to step up the power generated at 12,000 volts to 63,500 volts for transmission to Port Arthur.

Transmission Line Entrances

Entrances were cut through the temporary wooden west wall and three 110,000 volt, Ohio Brass Company, entrance bushings inserted. High-tension leads were run direct from the transformers to the transmission line, which at this time entered by these three temporary entrances.

Lightning Arresters

On account of the well-known prevalence of severe electrical storms in this part of the country in the spring it was deemed necessary to install lightning-arresters.

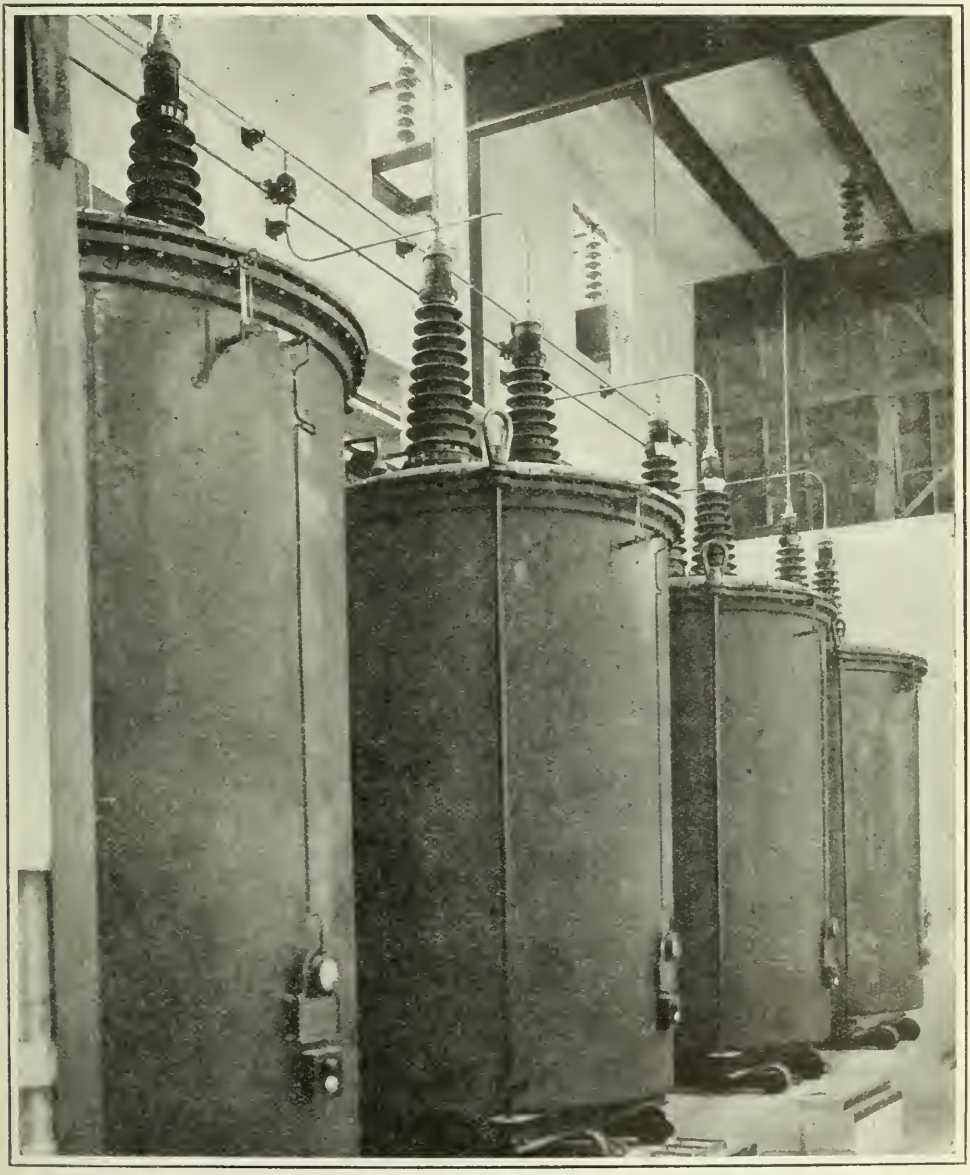
For this purpose a temporary wooden structure was erected on the west bank of the tail-race near the transmission line, to house one half of the Canadian General Electric Company Oxide Film Lightning-Arrester. This half section, comprising four stacks, was connected to the transmission line at a point about 200 yards from the temporary high-tension entrance bushings and was tested and placed in service on May 10th.

Station Service

For the station service supply, two 250 k.v.a. 13,200/2,300-575 volt Packard Electric Company transformers were placed in a temporary location on the main floor. These transformers were supplied from the temporary 12,000 volt

bus-bars through a type C circuit-breaker. The low-tension side of these transformers was connected through a Canadian Westinghouse Company type B2 circuit-breaker to the permanent 575 volt bus-bar, which had previously been erected.

From this bus-bar, 575 volt power was supplied to the two 125 h.p. governor-pump motors and to the 10 k.w., Crocker-Wheeler, motor-generator set installed for station control and for charging the 60 cell battery, supplied by the Canadian Hart Accumulator Company, and erected in a temporary location on the main floor.



Nipigon Power House: Transformer Room. October 22nd, 1921

Control Board

A temporary control board with necessary controllers, meters, relays, etc., was erected in the centre of the main floor. The circuit-breakers were electrically operated but governors were controlled by hand.

Oiling and Cooling Systems

Temporary installations had to be made for the greater part of the lubricating-oil and water-cooling systems, including the oil and water-pumps. An improvisation, moreover, was made out of oil-drums to take the place of the gravity oil-tank ultimately to be installed.

Permanent Installation

By August 7th the installation of the permanent low-tension and high-tension switching equipment was practically completed, so that it was possible, by having an interruption on the system of twelve hours, to connect the generators to the permanent equipment, move the three 250 k.v.a. service transformers into permanent position and connect on to the two 8,000 k.v.a. transformers, which had previously been moved into permanent positions in the transformer-room. These two transformers were connected temporarily in open delta, giving 63,500 volts on the high-tension side. The transmission line was also disconnected on this date from the temporary high-tension line-entrances and connected to permanent entrances on the south wall of the high-tension room.

On August 9th the half section of the Canadian General Electric lightning-arrester which had been temporarily in service on the west bank of the tail race was dismantled, and the parts were taken over to the high-tension room in the power house where the arrester was erected in permanent position for 110,000 volt service. It was charged, tested and placed in service at that voltage on August 14th, 1921, when a second interruption was obtained on the system to connect in the third 8,000 k.v.a. transformer and make permanent low-tension and high-tension connections. Temporary connections were removed and permanent low-tension delta and high-tension star connections were made on this date giving 110,000 volts on the high-tension side, at which voltage power has since been transmitted to Port Arthur.

Port Arthur (Nipigon) Transformer Station

The temporary building referred to in the last report was completed about November 15th, 1920, and the work of installing the 4,000 k.v.a. transformers and switching equipment was commenced immediately. Three transformers, with all switching equipment required for the operation of the station were installed by December 20th, on which date, at midnight, the station was placed in service, feeding the City of Port Arthur, with the high-tension voltage at 63,500 volts. The fourth transformer was delivered and placed in the station in March, 1921. On May 15th the high-tension lightning-arrester was first placed in service, arranged for 63,500 volt operation.

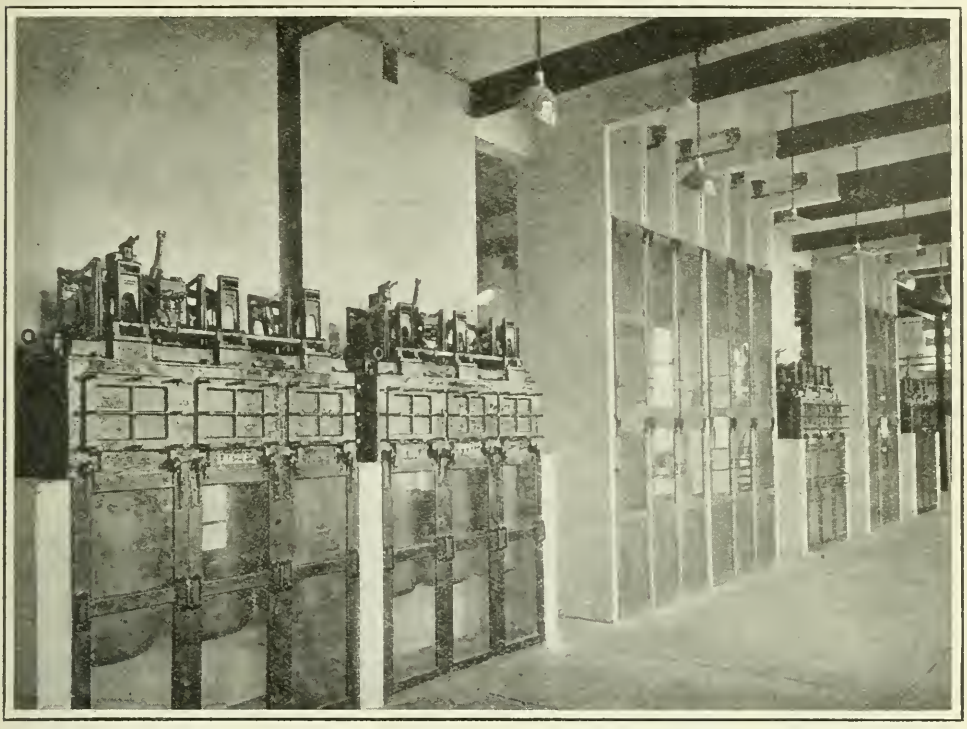
On August 14th the high-tension voltage was raised to 110,000 volts.

The erection of the building and the installation of all electrical equipment were carried out by the Construction Department of the Commission.

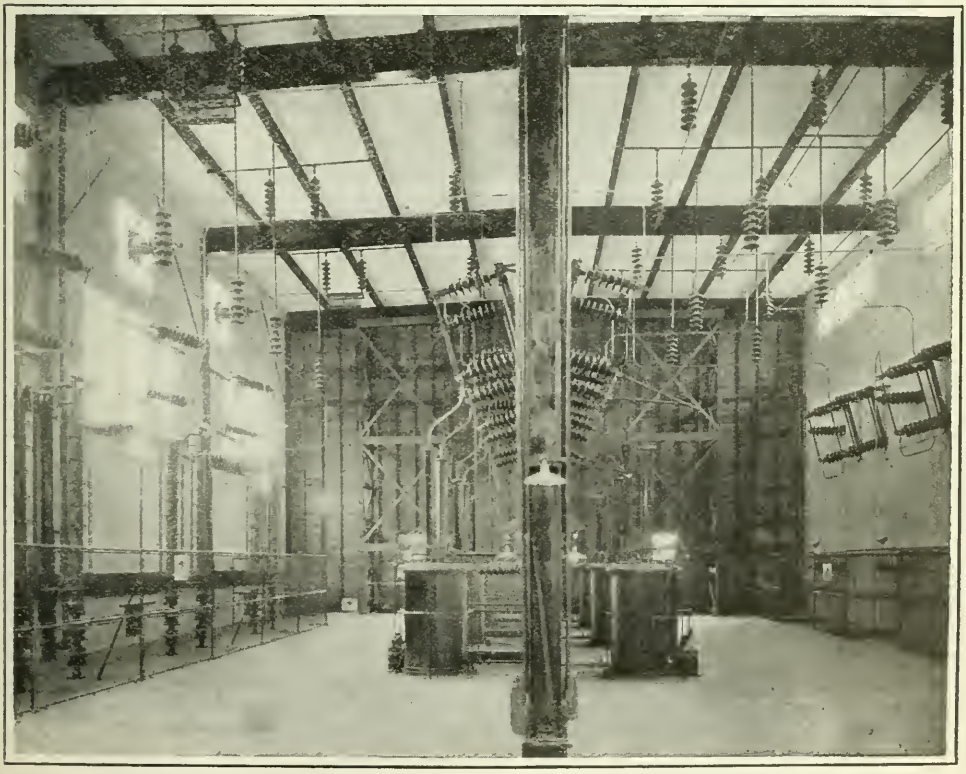
Nipigon Fibre and Paper Mills, Limited

In March, one of the Commission's engineers witnessed the tests on three 4,000 k.v.a. transformers ordered from the Canadian Westinghouse Company by the Nipigon Fibre and Paper Mills, Limited.

On April 26th, an order was placed with the Canadian Westinghouse Company for the switchboard panel and current and potential-transformers for the metering equipment. Two graphic wattmeters were purchased from



Nipigon Power House: Low Tension Circuit Breaker Room. October 22nd, 1921



Nipigon Power House: High Tension Switches and Lightning Arresters.
October 22nd, 1921

the Canadian Westinghouse Company, being supplied on a stock order previously placed by the Commission.

The metering equipment was completely installed and placed in service on August 1st.

CENTRAL ONTARIO SYSTEM

AUBURN GENERATING STATION

On October 5th an oxide film arrester was put into service on the Lakefield Woolen Mills feeder and additional horn-gaps were provided on one of the present electrolytic arresters so that it is now protecting two parallel lines to the Peterboro Distributing Station. The arresters formerly in use were removed from service. Work is in hand on the grounding of neutrals of the two 6,600 volt generators.

BELLEVILLE TRANSFORMER STATION

In May a time switch was installed on the street lighting feeder.

Belleville Portland Cement Distributing Station

Electric alarms were installed on the circuit breakers in May and on the transformer water-supply in October, 1921. An additional totalizing meter was installed in June.

Bowmanville Distributing Station

Electric alarms were installed on the circuit-breakers in June. A similar installation on the transformer water-supply is expected to be completed in November, 1921.

Chemical Products Company

The installation of standard metering equipment to measure the power supplied to this customer will be completed in November, 1921.

Deseronto Distributing Station

A time-switch is to be installed on the street-lighting feeder. This installation should be completed in November.

FRANKFORD GENERATING STATION

The 6,600 volt feeders were re-arranged and a cross-over was installed so as to facilitate inspection work on the circuit-breakers. Metering equipment to totalize the output of the station was installed, the work being completed in April.

HEALEY FALLS GENERATING STATION

The permanent switching equipment on the feeder supplying the Ontario Rock Company at Preneveau was completely installed and placed in service on May 4th, 1921. In April curbs were installed around the power-transformers, the high-tension lightning-arrester, and the circuit-breakers. A water still for the storage battery and totalizing metering equipment were installed during December in the station, and a water filter was installed during January, 1921, in one of the cottages.

Lakefield Distributing Station

The permanent switching equipment was completed on May 2nd, 1921. A description of this station was given in the preceding report.

Lindsay Distributing Station

A time-switch was installed on the street-lighting feeder during May and an electric alarm was placed on the water supply to the transformers in January, 1921.

Marmora Distributing Station

This pole-type station was fully described in the 1920 report. It was completed in May, 1921.

Napanee Distributing Station

A time-switch was installed on the street lighting feeder in May, 1921.

Nassau Dam

In October, 1921, temporary metering equipment was installed to measure the power supplied to Messrs. R. Sheehy and Son, contractors on the new government dam at this point. The Lakefield-Auburn 6,600 volt line was tapped here for power.

Norwood Distributing Station

This station, which was fully described in the preceding report, was placed in temporary service on January 12th, 1921, and was completed during May, 1921.

Oshawa Distributing Station

The installation of the second 1,500 k.v.a. transformer (a duplicate of the former one), mentioned in last year's report as having been purchased from the Canadian General Electric Company, was completed during July, 1921. Two new outgoing feeders were also completed at this time.

In the synchronous-condenser station the two small motors for starting the condenser were replaced by one 75 h.p. Lincoln motor installed during October.

PETERBOROUGH MUNICIPAL TRANSFORMER STATION

A new station was contemplated by the Utilities Commission and at its request preliminary plans and estimates were prepared for consideration.

In the existing street-railway sub-station a 37½ h.p. motor which was removed from Oshawa Condenser Station was installed on one of the D.C. generators for starting purposes. This work was completed in October, 1920, but mention of it was inadvertently omitted from the preceding Report.

Peterborough Hydraulic

Standard metering equipment was installed to measure the power supplied to us by this Company. This work also was completed in October, 1920.

Picton Distributing Station

Additional metering equipment has been provided as the load had increased sufficiently to warrant the installation in October, 1921, of a recording reactive-volt-ampere meter.

RANNEY FALLS GENERATING STATION

This station is being proceeded with and it is expected that power will be available in the Spring of 1922.

The plans have been revised since the last report was prepared and no provision is being made to accommodate equipment for future developments at power site at Dams No. 8 and No. 9, and the station equipment is completely indoors instead of having the transformers and high-tension switching outdoors as was at one time intended.

The two generators which were purchased from the Canadian General Electric Company are nearing completion. The two 4,500 k.v.a., 3 phase transformers are also of Canadian General Electric Company manufacture and are almost completed.

General plans were prepared for the superstructure which includes the screen house, which covers an area 105 feet by 83 feet and is 57 feet high.

The structural steel was purchased from the Dominion Bridge Company, which will complete the contract before January 1, 1922.

The cranes for the generator-room and the screen-house were purchased from the Dominion Bridge Company and are completed.

The large steel sash windows are in course of construction by the A. B. Ormsby Company, Limited.

The walls will be of concrete to the window sills while above this line they will be constructed of local stone with thin tile lining. Floors are to be of reinforced concrete.

Construction of this building superstructure should commence in November, 1921.

SIDNEY GENERATING STATION—DAM NO. 2

A brake of an experimental nature has been made up for one of the generators. It is expected that it will be installed early in 1922. A governor belt-tightener has been installed.

The barn located at this station was burnt down on November 14th, 1920, and is being replaced by a new one.

Stirling Municipal Station

Graphic metering equipment was installed in December, 1920, to measure the power supplied to this municipality.

NIPISSING SYSTEM

NIPISSING GENERATING STATION

The new 1,400 k.v.a., Canadian Westinghouse generator and three 900 k.v.a., Packard transformers mentioned in the last report as being purchased for the Nipissing Generating Station were installed by the Commission's Construction Department, the transformers in February, 1921, and the generator in September, 1921.

The original three 300 k.v.a. single-phase, 60 cycle, oil-insulated, water-cooled, 22,000/2,200 volt power-transformers replaced by the new Packard transformers, and the 450 k.w. Canadian Westinghouse generator are now stored outside the Generating Station pending removal to another station.

North Bay—Superintendent's Residence

Instructions were received in May, 1921, authorizing the purchase of a residence located at 50 Jane Street, North Bay, to be occupied by the Superintendent of the Nipissing System. This residence was acquired in June, 1921, and occupied in the same month.

TRANSFORMERS—TABLE No. 1

CAPACITIES OF TRANSFORMERS INSTALLED OR ORDERED FOR COMMISSION'S STATIONS AS OF OCTOBER 31st, 1921

Total Capacity, 1,043,386 k.v.a.

The following list includes spares, but does not include Station Service Transformers, nor Transformers owned by Municipalities in Municipal Stations or by the Commission's customers on the various systems.

Station	Voltage	Transformers Installed		Total Station Capacity
		Manufacturer	Capacity	
Queenston–Chippawa Development 25 Cycles			k.v.a.	k.v.a.
Construction Stations				
Montrose Distributing Station	12,000/4,000	C.C.W.Co.	1,500	
	12,000/4,000	C.C.W. Co.	*b.* 1,500	
	12,000/550	C.G.E. Co.	*g.* 3,000	
	12,000/440	C.G.E. Co.	*c.* 2,205	8,205
Whirlpool " "	12,000/4,000	C.C.W. Co.	*b.* 1,500	
	12,000/4,000	C.G.E. Co.	4,500	
	12,000/440	C.G.E. Co.	3,310	
	4,000/575	M.E. Co.	2,400	11,710
Queenston Transformer Station	12,000/110,000	C.W. Co.	225,000*	225,000
Total Capacity Queenston-Chippawa Development				244,915
Niagara System—25 Cycles				
(1) Niagara Transformer Station	12,000/110,000	C.W. Co.	167,000	
	12,000/46,000	C.G.E. Co.	35,000	202,000
(2) Dundas " "	110,000/13,200	C.G.E. Co.	17,500	17,500
Caledonia Distributing Station	13,200/2,300	P.T. Co.	450	450
Hagersville " "	13,200/4,000	C.C.W. Co.	450	
	13,200/4,000	C.W. Co.	*a.* 225	675
Lynden " "	13,200/4,000	C.W. Co.	225	225
Waterdown " "	13,200/2,300	C.C.W. Co.	225	225
(3) Toronto Transformer Station	110,000/13,200	C.G.E. Co.	75,000	75,000
(4) London " "	110,000/13,200	C.G.E. Co.	17,500	17,500
Ailsa Craig Distributing Station	13,200/4,000	C.W. Co.	225	225
Delaware " "	13,200/4,000	P.E. Co.	75	75
Dorchester " "	13,200/4,000	C.W. Co.	225	225
Exeter " "	13,200/4,000	C.G.E. Co.	300	300
Lucan " "	13,200/4,000	C.G.E. Co.	225	225
(5) Guelph Transformer Station	110,000/13,200	C.G.E. Co.	5,000	5,000
Acton Distributing Station	13,200/2,300	C.W. Co.	225	225
Cheltenham " "	13,200/575	C.G.E. Co.	225	225
Elora " "	13,200/4,000	C.W. Co.	225	225
Fergus " "	13,200/2,300	C.G.E. Co.	225	225
Georgetown " "	13,200/4,000	C.G.E. Co.	450	450
Rockwood " "	13,200/2,300	C.G.E. Co.	75	75
(6) Preston Transformer Station	110,000/13,200	C.G.E. Co.	3,000	
	110,000/6,600	C.G.E. Co.	2,250	5,250
South Waterloo Township Dist. Station	6,600/4,000	C.G.E. Co.	60	60
(7) Kitchener Transformer Station	110,000/13,200	C.G.E. Co.	16,750	16,750
Baden Distributing Station	13,200/4,000	C.C.W. Co.	450	450
Elmira " "	13,200/4,000	C.G.E. Co.	450	450
New Hamburg " "	13,200/2,200	P.E. Co.	225	225
St. Jacobs " "	13,200/575	M.E.Co.	75	75

* On Order. *Note:* For Subnotes *a*, *b*, etc., see end of table.

TRANSFORMERS—TABLE No. 1—Continued

Station	Voltage	Transformers Installed		Total Station Capacity
		Manufacturer	Capacity	
Niagara System—Continued			k.v.a.	k..v.a.
(8) Stratford Transformer Station	110,000/26,400	C.W. Co.	5,000	5,000
Dublin Distributing Station	26,400/4,000	M.E. Co.	50	50
Harriston " "	26,400/4,000	C.G.E. Co.	225	225
Listowel " "	26,400/4,000	C.G.E. Co.	600	600
Milverton " "	26,400/4,000	C.G.E. Co.	225	225
Palmerston " "	26,400/4,000	C.G.E. Co.	225	225
Tavistock " "	26,400/575	C.C.W. Co.	225	225
(9) St. Marys Transformer Station	110,000/13,200	C.G.E. Co.	3,000	3,000
St. Marys Cement Co. Dist. Sta	13,200/575	C.G.E. Co.	1,500	
	13,200/575	P.E. Co.	450	1,950
(10) Woodstock Transformer Station	110,000/13,200	C.G.E. Co.	6,000	6,000
Beachville Distributing Station	13,200/2,300	C.G.E. Co.	225	225
Embro " "	13,200/4,000	P.E. Co.	50	50
Norwich " "	13,200/2,300	P.E. Co.	225	225
(11) St. Thomas Transformer Station	110,000/13,200	C.G.E. Co.	5,250	5,250
L. & P.S. Ry. Rotary Station in St. Thomas Transformer Sta	13,200/920	C.W. Co.	1,665	1,665
Aylmer Distributing Station	13,200/4,000	C.G.E. Co.	150	150
Dutton " "	13,200/4,000	C.W. Co.	225	225
West Lorne " "	13,200/4,000	C.W. Co.	225	225
Port Stanley " "	13,200/2,300	C.G.E. Co.	300	300
(12) Brant Transformer Station	110,000/26,400	C.W. Co.	10,000	10,000
Ayr Distributing Station	26,400/4,000	C.G.E. Co.	225	225
Burford " "	26,400/4,000	M.E. Co.	75	75
Drumbo " "	26,400/4,000	C.G.E. Co.	225	225
St. George " "	220/4,000	C.C.W. Co.	150	150
Waterford " "	26,400/4,000	C.W. Co.	225	225
(13) Cooksville Transformer Station	110,000/13,200	C.G.E. Co.	5,000	
	13,200/2,300	P.E. Co.	1,050	6,050
Mimico Distributing Station	13,200/4,000	C.C.W. Co.	450	450
Port Credit " "	13,200/2,300	C.G.E. Co.	225	225
Streetsville " "	13,200/4,000	C.G.E. Co.	225	225
Woodbridge " "	13,200/4,000	C.G.E. Co.	225	225
(14) Kent Transformer Station	110,000/26,400	C.W. Co.	8,750	8,750
Blenheim Distributing Station	26,400/4,000	C.W. Co.	225	225
Bothwell " "	26,400/4,000	C.W. Co.	225	225
Brigden " "	26,400/575	M.E. Co.	75	75
Dresden " "	26,400/4,000	C.W. Co.	225	225
Forest " "	26,400/2,300	C.C.W. Co.	225	225
Oil Springs " "	26,400/4,000	M.E. Co.	150	150
Petrolia " "	26,400/4,000	P.E. Co.	900	
	26,400/4,000	C.G.E. Co.	*a.* 450	450
Ridgetown " "	26,400/4,000	C.W. Co.	225	225
Thamesville " "	26,400/4,000	C.W. Co.	225	225
Tilbury " "	26,400/4,000	C.G.E. Co.	300	300
Wallaceburg " "	26,400/4,000	C.G.E. Co.	450	
	26,400/4,000	P.E. Co.	450	900
Watford " "	26,400/4,000	M.E. Co.	*d.l.* 50	50
(15) Essex Transformer Station	110,000/26,400	C.W. Co.	10,000	10,000
Amherstburg Distributing Station	26,400/4,000	P.E. Co.	300	300
Canard River " "	26,400/230	M.E. Co.	25	25
Can. Salt Co. " "	26,400/176	M.E. Co.	4,500	4,500
Cottam " "	26,400/230	M.E. Co.	25	25
Essex " "	26,400/2,300	P.E. Co.	*l.* 150	150
Harrow " "	26,400/2,300	M.E. Co.	75	75
Kingsville " "	26,400/4,000	C.W. Co.	225	225
Leamington " "	26,400/4,000	C.C.W. Co.	225	225

Note: For Subnotes *a*, *b*, etc., see end of table.

TRANSFORMERS—TABLE No. 1—Continued

Station	Voltage	Transformers Installed		Total Station Capacity
		Manufacturer	Capacity	
			k.v.a.	k..v.a.
(16) York Transformer Station	110,000/13,200	C.G.E. Co.	5,000	5,000
Etobicoke Distributing Station	13,200/2,300	C.C.W. Co.	1,500	
	13,200/4,000	C.C.W. Co.	1,500	
	13,200/2,300	C.W. Co.	1,500	4,500
Total Niagara System excluding reserve				426,150
Niagara System Reserve Equipment	110,000/26,400	C.G.E. Co.	*e.* 115,000*	
	110,000/26,400	C.W. Co.	*f.* 45,000*	
	110,000/26,400	C.W. Co.	1,250	
	110,000/13,200	C.W. Co.	3,000	
	26,400/2,300	M.E. Co.	125	
	26,400/2,300	P.E. Co.	225	
	26,400/2,300	C.C.W. Co.	6,000	
	13,200/2,300	M.E. Co.	750	
	13,200/2,300	S. Co. of C.	225	
Total Reserve Capacity				171,575
Total Capacity Niagara System including reserve				597,725
Severn System—60 Cycles				
Big Chute Generating Station	22,000/22,000	C.W. Co.	4,200	4,200
Alliston Distributing Station	22,400/4,000	P.E. Co.	225	225
Barrie " "	22,000/2,300	C.G.E. Co.	*h.* 700	
	22,000/2,300	P.E. Co.	*h.* 700	1,400
Beeton " "	22.400/4,000	M.E. Co.	75	75
Bradford " "	22,000/575	C.G.E. Co.	75	
	575/2,300	C.G.E. Co.	45	120
Camp Borden " "	22,000/220	C.W. Co.	375	375
Coldwater " "	22,000/2,300	C.G.E. Co.	75	75
Collingwood " "	22,000/2,300	C.G.E. Co.	1,200	1,200
Cookstown " "	22,000/4,000	C.G.E. Co.	75	75
C.P.R. Port McNicoll Dist. Station	22,000/575	C.G.E. Co.	1,500	1,500
Elmvale " "	22,000/2,300	C.W. Co.	225	225
Midland " "	22,000/2,300	M.E. Co.	900	900
Penetanguishene " "	22,000/2,200	C.C.W. Co.	600	600
Port McNicoll Dist. Station at C.P.R.	550/2,200	P.E. Co.	30	30
Stayner Distributing Station	22,000/4,000	C.W. Co.	300	300
Thornton " "	22,000/4,000	M.E. Co.	25	25
Tottenham " "	22,000/4,000	M.E. Co.	75	75
Victoria Harbor Distributing Station	22,000/2,300	C.W. Co.	100	100
Waubaushene " "	22,000/2,300	C.G.E. Co.	50	50
Severn System Reserve Equipment	22,000/2,300	C.G.E. Co.	75	
	22,000/2,300	C.W. Co.	120	195
Total Capacity Severn System including Reserve				11,715
Eugenia System—60 Cycles				
Eugenia Generating Station	4,000/22,000	C.W. Co.	5,400	5.400
Chatsworth Distributing Station	22,000/4,000	C.G.E. Co.	75	75
Chesley " "	22,000/4,000	C.G.E. Co.	300	300
Dundalk " "	22,000/4,000	C.G.E. Co.	150	150
Durham " "	22,000/4,000	C.G.E. Co.	300	300
Durham Cement " "	22,000/2,300	C.G.E. Co.	1,200	1,200
Elmwood " "	22,000/4,000	M.E. Co.	50	50
Grand Valley " "	23,000/4,000	C.G.E. Co.	225	225
Hanover No. 1 " "	22,000/4,000	P.E. Co.	1,500	
	22,000/2,300	P.E. Co.	750	2,250

* On Order *Note:* For Subnotes *a*, *b*, etc., see end of table.

TRANSFORMERS—TABLE No. 1—Continued

Station	Voltage	Transformers Installed		Total Station Capacity
		Manufacturer	Capacity	
Eugenia System—Continued			k.v.a.	k.v.a.
Holyrood Distributing Station	23,000/2,200	C.W. Co.	300	300
Kilsyth " "	22,000/4,000	M.E. Co.	75	75
Kincardine " "	22,000/2,200	C.W. Co.	375	375
Mount Forest " "	22,000/4,000	C.G.E. Co.	300	300
Orangeville " "	22,000/4,000	G.E. Co.	300	300
Owen Sound " "	22,000/2,300	C.W. Co.	1,650	1,650
Priceville " "	22,000/2,200	G.E. Co.	20	20
Shelburne " "	22,000/4,000	M.E. Co.	150	150
Teeswater " "	22,000/2,200	C.G.E. Co.	150	150
Walkerton Quarry "	22,000/2,300	M.E. Co.	450	450
Wingham " "	22,000/2,300	C.G.E. Co.	750	750
Eugenia System Reserve Equipment	22,000/4,000	C.G.E. Co.	150	150
Total Capacity Eugenia System (including Reserve)				14,620
Wasdells System—60 Cycles				
Wasdells Falls Generating Station	2,300/22,000	C.W. Co.	1,050	1,050
Beaverton Distributing Station	22,000/4,000	C.W. Co.	300	300
Cannington " "	22,000/4,000	C.W. Co.	300	300
Kirkfield " "	22,000/4,000	P.E. Co.	225	
	4,000/550	M.E. Co.	30	255
Total Capacity Wasdells System				1,905
Muskoka System—60 Cycles				
South Falls Generating Station	6,600/22,000	C.G.E. Co.	1,200	1,200
Huntsville Distributing Station	22,000/2,300	C.G.E. Co.	900	900
Total Capacity Muskoka System				2,100
St. Lawrence System—60 Cycles				
Cornwall Transformer Station	110,000/26,400	C.G.E. Co.	5,000	
	110,000/26,400	C.G.E. Co.	20,000*	25,000
Alexandria Distributing Station	26,400/4,160	P.E. Co.	*k.* 300	300
Apple Hill " "	26,400/4,160	P.E. Co.	*k.* 300	300
Brockville " "	26,400/2,300	C.G.E. Co.	*k.* 1,500	1,500
Cornwall, Toronto Paper Co. " "	26,400/600	C.G.E. Co.	*k.* 2,250	2,250
Chesterville " "	26,400/4,160	C.G.E. Co.	*k.* 300	300
Martintown " "	26,400/4,160	P.E. Co.	*l.* 150	150
Prescott " "	26,400/2,300	C.G.E. Co.	450	450
Williamsburg " "	26,400/2,400	M.E. Co.	*j.* 50	50
Winchester " "	26,400/2,300	C. G. E Co.	150	150
St. Lawrence System Reserve Equipment	26,400/2,400	C.G.E. Co.	*k.* 750	750
Total Capacity St. Lawrence System				31,200
Rideau System—60 Cycles				
High Falls Generating Station	4,160/25,400	P.E. Co.	2,250	2,250
Balderson Distributing Station	26,400/2,400	M.E. Co.	*i.* 30	30
Carleton Place " "	26,400/2,200	P.T. Co.	750	750
Kemptville " "	25,400/4,160	P.E. Co.	*k.l.* 150	150
Merrickville " "	25,400/600	C.G.E. Co.	750	750
Perth " "	26,400/2,300	C.G.E. Co.	600	600
Smith's Falls " "	25,400/2,400	C.G.E. Co.	750	750
Total Capacity Rideau System				5,280

*On Order. *Note:* For Subnotes *a*, *b*, etc., see end of table.

TRANSFORMERS—TABLE No. 1—Continued

Station	Voltage	Transformers Installed		Total Station Capacity
		Manufacturer	Capacity	
Thunder Bay System—60 Cycles			k.v.a.	k.v.a.
Nipigon Generating Station	12,000/63,500	C.G.E. Co.	32,000	32,000
Port Arthur (Nipigon) Transformer Station	63,500/22,000	C.G.E. Co.	16,000	16,000
Port Arthur Distributing Station	22,000/2,200	S. Co. of C.	5,250	5,250
Total Capacity Thunder Bay System				53,250
Thorold System—25 Cycles				
Thorold Distributing Station	12,000/2,300	C.C.W.Co.	2,001	2,001
Total Capacity Thorold System				2,001
Central Ontario System—60 Cycles				
Fenelon Falls Generating Station	2,400/44,000	C.G.E. Co.	750	
	600/11,000	C.G.E. Co.	945	1,695
Healey Falls " "	6,600/44,000	C.W. Co.	11,250	11,250
Ranney Falls " "	44,000/6,600	C.G.E. Co.	9,000*	9,000
Seymour " "	2,400/44,000	C.W. Co.	4,500	4,500
Sidney Terminal Station	6,600/44,000	C.W.Co.	9,000	9,000
Auburn Transformer Station	6,600/44,000	C.G.E. Co.	3,750	
	2,400/6,600	C.G.E. Co.	600	4,350
Belleville Transformer Station	44,000/2,400	C.G.E. Co.	2,250	2,250
Belleville Cement Co. "	44,000/600	C.G.E. Co.	2,250	2,250
Bowmanville " "	44,000/2,400	C.G.E. Co.	1,500	1,500
Brighton " "	44,000/2,400	C.G.E. Co.	300	300
Campbellford Northumberland Pulp Mill	44,000/2,400	C.W. Co.	2,250	2,250
Cobourg Transformer Station	44,000/2,400	C.G.E. Co.	600	600
Colborne " "	44,000/2,400	C.G.E. Co.	100	100
Deloro " "	44,000/600	C.W.Co.	750	750
Deseronto " "	44,000/2,400	C.G.E. Co.	600	600
Kingston " "	44,000/2,400	C.G.E. Co.	2,250	2,250
Lakefield " "	6,600/4,160	P.E. Co.	225	225
Lehigh Cement " "	44,000/600	C.G.E. Co.	3,000	3,000
Lindsay " "	44,000/2,400	C.G.E. Co.	1,500	.....
	11,000/2,400	C.G.E. Co.	750	2,250
Madoc " "	44,000/4,160	C.G.E. Co.	900	900
Marmora " "	44,000/2,400	M.E. Co.	50	50
Millbrook " "	44,000/2,400	C.G.E. Co.	100	100
Napanee " "	44,000/2,400	C.G.E. Co.	600	600
Newcastle " "	44,000/2,400	C.G.E. Co.	100	100
Norwood " "	44,000/4,160	P.E. Co.	300	300
Omemee " "	44,000/2,400	M.E. Co.	120	120
Oshawa " "	44,000/4,160	C.G.E. Co.	5,250	5,250
Peterboro " "	6,600/2,400	C.G.E. Co.	3,000	3,000
Picton " "	44,000/2,400	C.G.E. Co.	300	300
Point Anne Quarries "	44,000/600	C.G.E. Co.	600	600
Port Hope " "	44,000/2,400	C.G.E. Co.	480	1,050
Sulphide " "	44,000/4,160	C.C.W. Co.	1,050	480
Sulphide Nichols Chemical Co., Substation	2,200/220	C.G.E. Co.	225	225
Trenton Transformer Station	6,600/4,160	C.G.E. Co.	750	
	6,600/2,400	C.G.E. Co.	600	1,350
Wellington " "	44,000/4,160	C.G.E. Co.	300	300
System Spare	44,000/2,400	C.G.E. Co.	750	750
Total Capacity Central Ontario System				73,595

* On Order. *Note:* For Subnotes *a*, *b*, etc., see end of table.

TRANSFORMERS—TABLE No. 1—Continued

Station	Voltage	Transformers Installed		Total Station Capacity
		Manufacturer	Capacity	
Nipissing System—60 Cycles			k.v.a.	k..v.a.
Nipissing Generating Station	2,200/22,000	P.E. Co.	2,700	2,700
Callander Distributing Station	22,000/2,200	A.C.B. Ltd.	50	50
North Bay " "	22,000/2,200	C.W. Co.	1,350	1,350
Powassan " "	22,000/2,000	C.G.E. Co.	50	50
Nipissing System Reserve Equipment	22,000/2,200	C.W. Co.	900	900
Total Capacity Nipissing System including Reserve				5,050
GRAND TOTAL—All Systems				1,043,386

SUBNOTES: *a.* Not in service.
b. On rental from system reserve.
c. On rental from Aluminum Co. of America.
d. 50 k.v.a. will become spare on displacement by 150 k.v.a., whose purchase is contemplated.
e. 10,000 k.v.a. provisionally reserved for Kent T.S., 15,000 for Toronto T.S., 20,000 for London T.S., and 20,000 for Essex T.S.
f. 35,000 k.v.a. provisionally reserved for Hamilton T.S.
g. On rental from Toronto Hydro-Electric System.
h. 3 phase H.T. to 2 phase L.T. "Scott" connection.
i. Nameplate rating 50 k.v.a. at 44,000 Volts.
j. Originally 44,000 volt. unit rewound for 26,400 Volts.
k. 3 phase units good for 44,000 Volts Y.
l. Rural-class transformers.

TRANSFORMERS—TABLE No. 2
STATION TRANSFORMERS ORDERED FOR MUNICIPALITIES AND COMMISSION DURING FISCAL YEAR ENDING OCTOBER 31st, 1921
Total Capacity, 188,655 k.v.a.

Station	Voltage	Manufacturer	No.	Capacity of each	Total Capacity
Niagara System—25 Cycles				k.v.a.	k.v.a.
Reserve Equipment	110,000/26,400	C.G.E.Co.	21	5,000	105,000
	110,000/26,400	C.W. Co.	9	5,000	45,000
	26,400/2,300	C.C.W.Co.	2	1,500	3,000
Essex Distributing Station	26,400/2,400	P.E.Co.	1	*l* 150	150
Watford " "	26,400/4,000	M.E. Co.	1	*l* 150	150
Petrolia " "	26,400/4,000	P.E. Co.	3	300	900
Stratford " "	26,400/2,300	C.G.E.Co.	1	750	750
Guelph " "	13,200/2,300	P.E. Co.	1	750	750
Hagersville " "	13,200/4,000	C.C.W.Co.	3	150	450
Stamford Township Municipal Station	12,000/2,300	P.E.Co.	3	300	900
Severn System—60 Cycles					
Barrie Distributing Station	22,000/2,300	P.E. Co.	2	350	700
Bradford " "	22,000/2,300	C.G.E.Co.	1	75	75
St. Lawrence System—60 Cycles					
Martintown Distributing Station	26,400/4,160	P.E.Co.	1	*l* 150	150
Cornwall Transformer Station	110,000/26,400	C.G.E.Co.	4	5,000	20,000
Rideau System—60 Cycles					
Balderson Distributing Station	26,400/2,400	M.E. Co.	1	*i* 30	30
Kemptville Distributing Station	26,400/4,160	P.E. Co.	1	*l* 150	150
Central Ontario System—60 Cycles					
Oshawa	44,000/4,160	C.G.E.Co.	1	*a* 1,500	1,500
Ranney Falls	44,000/6,600	C.G.E.Co.	1	4,500	9,000

a. Purchased last year—omitted from preceding report
i. Nameplate rating 50 k.v.a. at 44,000 volts.
l. Rural Class Transformers

SECTION V

POWER DEVELOPMENT—HYDRAULIC

INVESTIGATIONS AND SURVEYS

During the year all field work in connection with the St. Lawrence River investigation was carried to completion; studies with regard to methods of development have proceeded to such a point that the final report will be completed before the end of the year. A great volume of information and data has been collected which has necessitated an extended study and analysis to determine the most satisfactory method of development both as to power and navigation. The final report will be submitted to the International Joint Commission.

Studies with regard to the regimen of the Trent River are still in progress, a great deal of valuable information having been collected and put on record.

As in the past, surveys have been made on many smaller streams and the Commission has acted in an advisory capacity to many of the municipalities.

CONSTRUCTION

Queenston-Chippawa Development

For the first seven months of the year work on the Niagara Development was pushed with the utmost energy, both day and night shifts being employed. About the first of August, however, the night shift was discontinued and the work was carried forward at a more normal pace. The satisfactory progress made will, it is anticipated, enable the plant to deliver power before the end of the year.

The work on the intake section comprised the building of a cofferdam of steel sheet piling and earth fill, extending from the boulevard north to Hog Island. A crib cofferdam was placed to close the eastern channel into the Welland River. These dams enclosed a large area which was pumped out and kept unwatered in preparation for building the intake structure. The season being well advanced by the time the site was unwatered, it was deemed advisable to postpone the actual construction of the intake until next season, which would permit the work to be carried out in a more economical manner. In the meantime water to operate the plant will enter the Welland River through the north channel between Hog Island and the shore.

The concrete-lined rock section of the Canal will be completed early in December, after which the control gate, which is now erected, will be lowered and the small earth core separating the Canal from the Welland River at Montrose will be dredged out. This will allow the canal to fill above the control gate.

The program of canal construction is so arranged that the large shovels are each closely followed by a concrete lining and paving plant so that only a short interval will elapse between the final excavation and the completion of each section of the canal.

The dredge "Cyclone" which excavated the channel west of the Michigan Central Railroad from the Welland River to the canal, at Montrose, completed its work late in the summer and was returned to Toronto. The large,

combined Grand Trunk and Michigan Central Railroad reinforced concrete arch bridge was completed and trains are now operating over the finished structure.

The concrete lining of the section of the canal, 2,500 feet long, across the gorge adjacent to the Whirlpool was satisfactorily completed. In the previous two seasons the gorge had been entirely filled with rock from the canal excavations and this had come to a final settlement before it was re-excavated for the canal section.

The forebay excavation and walls are completed as well as the concrete diffuser at the junction of the Canal and forebay. This triangle-shaped structure was erected for the purpose of regaining the velocity head of the water coming from the Canal, and its dimensions were determined only after an involved study and a series of experiments.

The whole screen-house substructure, for nine units, extending across the lower end of the forebay, is completed. This heavy reinforced-concrete structure forms the moulded entrance to the penstocks and contains the sectional drop-gates for closing off each penstock, as well as the screens for clearing the water of all floating trash. An overflow ice-chute, provided with a motor-operated gate which can be lowered below the surface of the water, is being installed at the south end of the screen house and will be ready for service in December. The screen house superstructure for six units has been erected and is being provided with a temporary north end wall so that operation of the first five units may be carried on. The electric travelling crane for handling the gates and screens is in operation.

The material for five main penstocks and for the service penstock is on the ground and No. 1 is completely erected and ready for service. No. 2 and the service penstock are nearly finished and will be ready for use by the end of December. The erection of Nos. 3, 4, and 5 has been deferred until next spring as winter conditions render work on the cliff both dangerous and expensive. The excavation of the cliff face for six units has been completed and the construction of the reinforced-concrete escarpment structure for carrying the transmission line towers and a portion of the International Railway tracks is well under way.

The erection of the power-house structure and the installation of the main and auxiliary machinery has been pushed forward throughout the past year with the utmost vigor. The arrangement of the work in such a manner that erection of the substructure and superstructure could be carried on simultaneously with the installation of the hydraulic and electrical machinery required a very carefully worked out programme and the exercise of much forethought. The result has been very satisfactory in that No. 1 turbine and Johnson valve together with the heavy interconnecting section of penstock have all been completely erected, while the installation of the governor and auxiliary equipment has advanced to such a point that the unit will be ready for operation in December. The installation of No. 2 turbine with Johnson valve connections and auxiliary equipment has also been well advanced. Before the turbines left the works of the manufacturers they were subjected to a hydrostatic test of double the working pressure, which test in each case was witnessed and checked by a representative of the commission. The erection of the service bay of the power house, together with the installation of the two service turbines, Johnson valves, and connections to the service penstock has proceeded satisfactorily, so that operation can be started by the end of the calendar year. A high pressure filtration plant has been installed in the power house for providing water free from silt for use in the lignum-vitae bearings of the turbines and for the governor system. An emergency pressure system, duplicating the

regular governor pumping system, has been installed to insure continuity of service in the event of any failure in that part of the auxiliary equipment.

The excavation of the rock between the front of the power house and the Niagara River has been deferred until the present, as it forms a natural dam and protects the construction work from being flooded. Fortunately it has proved very tight and has required a minimum of pumping to allow all the power house work to be carried out "in the dry." This has not only permitted a high quality of foundation work to be done, but has afforded an unusually valuable opportunity to observe that the natural rock foundation was in every way fitted to support the heavy power house structure without any possibility of settlement. The removal of the rock barrier between the power house and the river for Units 1 and 2 will be done in December.

In conclusion, assurance can be given that the work on the Queenston-Chippawa development has been advanced to such a state that power can be delivered from the first unit before the end of the calendar year, and from the second unit a few weeks later.

Nipigon Development

During the last year work on the Nipigon Development has progressed steadily. The two 12,500 h.p. units which comprise the first portion of the installation were placed in service on Dec. 20th, 1920, and that same night took up the service of Port Arthur and Fort William. The power house was temporarily housed-in for the winter as the superstructure was not by any means complete. With the coming of better weather in the spring active work was again commenced on the steel and concrete construction of the superstructure; this has now been completed for the first installation of two units.

As the plant, by means of a temporary cofferdam, was put in operation on a lesser head than that for which it was designed, it was necessary during the year to expedite the construction of the permanent dam; this involved clearing the reservoir site up to contour 750 in order that the water impounded might be free from brush and debris.

The dam, which is of the concrete gravity type, is some 450 feet in overall length. It contains eight sluiceways 16 ft. in width surmounted by a deck equipped with a travelling electrically-operated winch for placing stop logs. The upper strata of rock on which the dam is founded were badly fissured and disintegrated so that it was necessary to excavate deep into the rock to secure a satisfactory foundation. The work progressed throughout the year without any set-backs and the dam will be completed before the end of November.

Ranney Falls Development

Work during the year has progressed rapidly on the new plant in course of construction at Ranney Falls, near Campbellford, on the Trent river. The excavation is now complete having amounted to some 28,000 yds. of solid rock. To permit concreting it was necessary to place a heavy bulkhead between the rock walls of the tailrace to shut off the river, the excavation being kept dry by means of pumping. Work has been proceeding rapidly, with the result that the power house substructure up to the floor level has been completed. A large part of the head works and the retaining walls along the sides of the forebay have also been completed. The two hydraulic turbines are on the ground and a start has been made on their installation. The plant will be in operation in the early summer of 1922.

Two units are being installed, each of 5,000 h.p. capacity operating at a speed of 120 r.p.m. under a head of 47 feet. The scroll cases for the turbines are formed in the concrete, thus saving the cost of large cast-iron sections. An intake structure provided with stop-logs was built at the time of the construction of the Trent Canal. The location of the whole power site is ideal from a

natural standpoint, the total overall length of the development from intake to tailrace outlet being only 500 feet. This has resulted in an economical construction-plant layout.

SURVEYS AND STORAGE STUDIES

St. Lawrence River

This study has involved the making of accurate contour surveys on both shores of the St. Lawrence river between Prescott and Cornwall; foundation explorations, including extensive boring in the vicinity of possible sites for dams; extensive sounding operations in the river itself; the gathering of special hydrometric data, including the making of a comprehensive and continuous study of the variations of water level, and, in fact, of the general hydrological conditions of the St. Lawrence river.

On the Canadian side of the river, the Commission's surveys are carried between Prescott and Lock 19 of the Cornwall canal. On the United States side, they extend from the State Hospital, opposite Chimney Island, to the intake of the Massena Power canal. Contours on the ground, and essential topographical features were determined. A complete survey was made of the villages of Farran's Point, Aultsville, Morrisburg, Iroquois, Waddington, and that part of Cardinal lying below elevation 250. Soundings of the river were secured at various governing points for the purpose of supplementing or verifying information already available. Special soundings were made, as well as rock drilling, in order to develop as fully as possible the subaqueous contours of the river between the lower end of Ogden Island and the head of Doran Island. Maps of the whole area covered by the surveys made during this year and the two previous years were prepared on scales of 2,000, 1,000 and 400 feet to the inch. Over fifty topographic sheets were required on the last named scale to cover the area surveyed; in addition to these, certain critical areas were mapped on a scale of 100 feet to the inch, and several maps were made up to show borings or special characteristics of the river or to collect on one sheet data of like nature for various parts of the river. Further office work involved complicated calculations to determine the various surface slopes of the river when the proposed power constructions and river improvements should be completed.

Trent River

Part No. 1 of the Trent River Storage Report was completed in March. It is, in great part, a study of the relations of power development to navigation and demonstrates the limitations of both.

It establishes the fact that the regimen of the Otonabee and Trent rivers can be adjusted so as to provide for the present, and probably also for the future, demands of navigation, while supplying the generating stations of the Central Ontario System with such stream flow as is necessary to meet their present generating capacity, due consideration being paid to characteristic load and power factors.

Crow River

A study is being made of the possibilities for storage on the Crow river, in order to determine the best means of ensuring that no interruptions to power will occur on the Central Ontario System at times when the stream flow is curtailed to maintain high navigation levels.

Seguin River

A report has been completed for the Municipality of Parry Sound on the storage possibilities of the Seguin river, and flooding in connection with same.

SECTION VI

MUNICIPAL WORK

NIAGARA SYSTEM

During the year engineering assistance in connection with the operation of their local systems was given to the following municipalities:—

Acton, Ailsa Craig, Ancaster, Aylmer, Barton Township, Beachville, Bolton, Brampton, Brantford, Brantford Township, Burford, Caledonia, Chippawa, Clinton, Dorchester, Drayton, Drumbo, Dublin, Dundas, Dunnville, Elmira, Elora, Etobicoke Township, Georgetown, Goderich, Granton, Grantham Township, Guelph, Hamilton, Listowel, London, Louth Township, Lynden, Merritton, Milton, Milverton, Moorefield, Niagara Falls, Niagara-on-the-Lake, Paris, Plattsville, Port Dalhousie, Port Colborne, Port Credit, Princeton, St. Catharines, St. George, St. Jacobs, Simcoe, Stamford Township, Tavistock, Thamesford, Thorold, Walkerville, Waterford, Wellesley, Welland, Windsor, Woodbridge.

SPECIAL

Special engineering assistance was given in the following municipalities.

Alvinston

Estimates were prepared and information supplied to the Municipality of Alvinston. Hydro By-laws were carried with large majorities, and work on the lines and distribution system commenced. Power will be supplied early in the new year.

Ancaster

Engineering assistance was given to the Municipality with regard to increasing the transformer capacity in West Hamilton to take care of additional load in that section.

Baden

In addition to general help given, the services of an expert lineman were secured to overhaul the distribution system generally and to maintain proper service.

Barton Township

A sub-division was made of the operating conditions in this Township with regard to apportioning the charges between the City of Hamilton and Barton Township. An investigation was made regarding further extension of the system.

Belle River

Estimates were made with regard to a line and station to feed the Village of Belle River and Belle River Rural Power District. Two meetings were held in Maidstone Township, one in Belle River and one in Rochester.

Blyth

The question of a supply of Hydro power for the Village of Blyth has been under consideration for some time. Early in the present year a further study of the district was made, including the Village of Brussels and the Ham-

let of Walton. Estimates were prepared, and the Municipalities were advised to delay action until they could be served in conjunction with the surrounding district in the rural power distributing scheme.

Brantford

Engineering assistance was given to the City of Brantford with regard to the issuing of $125,000 additional debentures for the purpose of making extensions to their sub-station and distribution system to take care of the rapidly increasing load.

Brussels

See Blyth.

Chippawa

A special line was constructed for the Municipality of Chippawa to take care of the new bascule bridge which crosses the Welland River at that point.

Courtright

Estimates were prepared and submitted to the Council in Courtright, and Hydro By-laws will be voted on at the coming municipal election in 1922.

Dresden

Two 25 h.p. motors direct-connected to centrifugal pumps were installed in the waterworks plant, replacing a former steam plant.

Embro

Assistance was given to the Municipality in regard to the issue of additional debentures to the extent of $1,300, approval being obtained from the Ontario Railway and Municipal Board.

Essex

To take care of increased load in this municipality the 75 k.v.a. transformer was replaced by one 150 k.v.a. transformer.

Fergus

Owing to increasing lighting loads it became necessary to improve portions of the distribution system, and engineering assistance was given in remodelling such sections.

Ford City

A valuation was made of the distribution system in the Municipality and arrangements are being made to submit Hydro By-laws providing for the purchase of the system at the coming municipal elections.

Galt

Plans for a combined office and transformer building were submitted, and, after some revision, were approved by this Commission. The additional office space and station capacity are required to take care of the rapidly increasing business.

Hagersville

Engineering assistance was given to the Municipality of Hagersville in remodelling and extending its distribution system to take care of a large quarry load, and of several other power consumers in that Municipality.

Harriston

The Local Commission has spent a considerable amount of money in extensions to supply new power customers, and early in the coming year additional debentures, for $5,000, will be issued to provide new capital for this work.

Hespeler

To provide proper service to the present customers and to take care of future demands for appliances, the Local Commission decided to re-build the distribution system throughout the town. Engineering assistance was given and much of the work has been completed. Debentures to the extent of $15,000 will be arranged for early in the coming year. The distribution station is also being overhauled to place it in a safe condition and to provide for a supply of 13,200 volt power from the Preston high-tension station in place of the present 6,600 volt power.

Kitchener

The new station at the corner of Breithaupt and Edward Street, known as Kitchener Sub No. 2, has been completed and arrangements are being made to double-circuit the 13,200 volt line feeding it. Changes in other lines supplying a 13,200 volt customer and Sub. No. 1 have been made or are under consideration. A considerable amount of work has been done on the local distribution system and plans for new ornamental street lighting on King Street have been prepared.

Leamington

To meet the demands of the growing load a complete new switchboard equipment has been installed.

Markham

Engineering advice was given to the Municipality in enlarging its system to provide for additional power loads.

Merlin

Estimates were prepared and information was supplied as to the cost of power and also as to the cost of a distribution system, and Hydro By-laws will be submitted at the coming municipal elections.

Mimico

The continued growth in this municipality necessitated further alterations in the secondary distribution system, and engineering assistance was given to the Municipality in connection with these changes, as well as in connection with the installation of a new street-lighting system on the Toronto and Hamilton Highway.

Mitchell

Changes have been made in the local sub-station and outside lines in order to discontinue the old 60 cycle service. Three 40 k.v.a. transformers have been installed in the station to take care of the lighting of the Town, with special equipment for voltage regulation. A section of the old Station has been remodelled into a satisfactory office and sales room.

Newbury

The distribution system in the Municipality was remodelled by the Construction Department of the Commission and put into service in April 1921.

New Hamburg

The general increase in load, particularly in appliances, and the poor power-factor under which the system had been operating, necessitated a general overhauling of the distribution system. Engineering assistance was given in connection with this work.

New Toronto

The increased water consumption and the advantages in case of fire that might be gained by having the electrically-driven pumps supplied by more

than one circuit from the transformer station rendered it advisable to build a second primary line between these two points over an entirely different route, and assistance was given to the Municipality in connection with the details of this new line and the route to be taken.

Niagara Falls

Engineering assistance was given to the Municipality of Niagara Falls re the issue of $125,000 additional debentures for the purpose of erecting a new combined office and sub-station, and of reconstructing part of the system to take care of the rapidly increasing load.

Oil Springs

Estimates were prepared showing the cost of extension to the distribution system to supply all the oil wells operating by gas engine. This estimate for $10,000 was approved by the Commission and sanctioned by the Railway Board, and debentures were issued. The extensions were completed so that this additional load was supplied by September 1st. Plans have been prepared and instructions issued to add 100 k.w. capacity to the station, and this will be done early in the coming year.

Palmerston

A growing domestic load has made it necessary to extend the distribution system. Plans have been prepared for these changes, and the estimated cost, amounting to $5,000, will be provided for by additional debentures early next year.

Paris

Assistance was given to this Municipality in changing the secondary distribution system to 220 volt, 3 wire, the better to take care of additional domestic loads. A new ornamental Street Lighting System was also constructed on Main Street.

Parkhill

During the year assistance was given to the System in regard to extensions to serve two additional power customers, as well as extra lighting consumers. Arrangements are being made to issue further debentures, to the amount of $5,000, early in the coming year.

Petrolia

The sub-station capacity of Petrolia was increased to take care of additional loads, the three 150 k.v.a. transformers being replaced by three 300 k.v.a. transformers. A full report on the electrification of Petrolia waterworks was prepared for the Municipality.

Port Colborne

Assistance was given to the Municipality of Port Colborne with regard to remodelling its Distribution system.

During the year a power consumer, using approximately 150 h.p., was connected to the System.

Port Dover

A contract for Hydro-Electric power was signed by the Municipality of Port Dover, and, upon its request, a distribution system was constructed for the purpose of serving the residents of that Municipality and also for the lighting of the streets.

A 4,000 volt line from Simcoe to Port Dover was constructed to supply this Municipality.

Preston

The change in the voltage of supply, from 6,600 to 13,200, together with the increased demand, made it necessary to increase the capacity of the local station. Two banks of 170 k.v.a. transformers were replaced by three 750 k.v.a., three-phase, oil-insulated, water-cooled transformers. Ornamental street lights have been installed for four blocks on King Street. It is expected that this ornamental lighting will be extended the entire length of King Street during the coming year. A considerable amount of trouble has been experienced from poor regulation, and changes in the distribution system are being considered. It is planned to change from 2,200 to 4,000 volts.

Queenston

During the year a distribution system was installed in the municipality by our Construction Department, and general engineering assistance was given in connection with the operation of the local system.

Riverside

A report was made showing the value of the system in this Municipality and arrangements are being made to submit Hydro By-laws, providing for the purchase of the system, at the coming municipal elections.

Sarnia

The work of installing the additional 1,500 k.v.a. transformer in the Sarnia station, and the installation of a complete emergency bus-bar was completed, and the majority of the feeders were changed from overhead to underground.

Seaforth

Engineering assistance has been given the local Commission to improve their system to accommodate the increasing load. A considerable amount of work has been done on the distribution system and plans for additions during the coming year were prepared.

Scarboro Township

Engineering assistance was given to the Municipality in laying out many extensions, a considerable number of which were built during the year. Among these was an extension to serve a new Municipal waterworks plant with an initial load of 110 horsepower. Arrangements were also made for the issue of additional debentures, and for the submission of By-laws to provide for the taking over by the Township of all lines within its boundaries which are at present owned by the Provincial Commission.

Simcoe

Engineering assistance was given to the Municipality regarding the increase of the transformer capacity so that new power customers might be taken on.

Stratford

During the year the Public Utilities Commission purchased a suitable building, which is being remodelled for use as an office and Hydro shop. Additional transformer capacity and also additional regulator equipment are being arranged for. The distribution system is being remodelled to take care of a rapidly increasing load.

Stamford Township

A new sub-station was constructed for the Municipality of Stamford Township to take care of the rapidly increasing load in that section. Three new 300 k.v.a. transformers have been purchased for this Station.

St. Catharines

A new ornamental street lighting system was installed on St. Paul Street, and engineering assistance was given.

St. Marys

The addition of the second 750 k.v.a. transformer in the Station has been completed. Arrangements for the installation of a condenser to correct the power-factor are finished. The changes in the distribution system begun last year are almost completed.

St. Thomas

Engineering assistance was given to the local Commission re installation of additional feeders to take care of Waterworks and other special power loads. Advice was also given regarding the proper metering of power loads.

Tecumseh

A valuation of the System in this Municipality was made, and it is being arranged to submit Hydro By-laws providing for the purchase of the system at the coming municipal elections.

Thamesville

Assistance was given in connection with bringing the service to two new power customers.

Thedford

Estimates were prepared and information was supplied to the Municipality of Thedford; Hydro By-laws were carried with large majorities, and work on the lines and distribution system commenced; power will be supplied early in the new year.

Thorold

This Municipality was formerly supplied with power from the Ontario Power Company through the Commission's Thorold System, but during the year this contract expired and a contract was made with the Commission for power. Thorold became a Hydro Municipality at the first of the year.

Tilbury

Arrangements were made by the Municipality for the installation of a new waterworks plant, a 5 h.p. electric motor being used for domestic water supply and a 75 h.p. motor for fire purposes.

Toronto Township

There was a marked growth during the year in the number of lighting customers, and to meet this increase arrangements were made to change the primary lines from a 2,200 volt to a 4,000 volt "Y" system. Arrangements were also made for the submission of By-laws to provide for the taking over, by the Township, of all lines within its boundaries which are at present owned by the Provincial Commission.

Wallaceburg

Arrangements were made and work commenced on a 26,400 volt line extension to Wallaceburg to supply power to a large Sugar Company, the Company installing their own substation equipment, the capacity of which is 900 k.v.a.

Wardsville

Hydro "Enabling" and "Money" By-laws were passed during the year by large majorities. The line from Newbury Junction and a distribution system were installed by the Commission's Construction Department and Hydro power was supplied on June 16th, 1921.

Waterloo

The Municipality has recently completed the installation of additions to its substation. Plans are being prepared to increase the capacity of the distribution system.

Waterdown

Lines were extended in the Municipality to supply additional customers, and engineering assistance was given in this connection, as well as in connections with extensions to the lines outside the Village which are served by the Waterdown System.

Watford

The Municipality installed during the year a complete waterworks plant with one 3 and one 5 h.p. motor, for domestic purposes, operated by automatic control.

Welland

A line was constructed from the Municipality of Welland to a Quarry owned by the County of Welland. Engineering assistance was also given concerning additional power consumers in the City.

Weston

The increased power demands of customers resulted in overloading the primary lines, and in order to give increased capacity the system was changed from 2,200 to 4,000 volts.

Wheatley

Estimates were made with regard to the supply of power to the Village of Wheatley, and the question will be taken up further early in the coming year.

York Township

Numerous extensions were made to the Township System in the districts bordering Toronto and general supervision was maintained over these extensions.

NIAGARA SYSTEM—RURAL

Consequent on the passing of "The Rural Hydro-Electric Distribution Act, 1921," which came into force on June 1st, 1921, forty-three Rural Power Districts have been approved. Other districts covering the remainder of the entire Niagara System have been roughly mapped out and are being held until the contracts obtained make it possible to decide more definitely upon their boundaries.

As a result of one hundred and fifty-five rural meetings held in the above districts, for the purpose of explaining the method of obtaining power, the rates, the benefits, and the signing of contracts, over three thousand applications have been signed.

These applications will make possible the construction of two hundred and sixty-one miles of rural line, of which eighty-two miles of overhead and seventy-six miles of underground line have already been approved and on which construction has commenced. The remaining one hundred and three miles will be put forward for approval and construction as soon as final details can be arranged. Details of mileage are given below:—

Rural Power District.	Miles of Overhead.	Miles of Underground.
Chatham	17	...
Chippawa	..	8½
Dorchester	26	...
Dundas	3	3½
Galt	3	...

Lynden	..	5½
Niagara	..	3½
Ridgetown	18	55
Saltfleet	15	...
Total	82	76

SEVERN SYSTEM

General engineering assistance was given by the Commission to all the Municipalities comprising the Severn System in matters pertaining to operation, to application of rates, to the construction of extensions to serve additional customers, and to the solicitation of additional lighting and power customers. An analysis of the Operating Statements of the various local systems was also prepared for the purpose of checking existing rates and determining their revision. This assistance was rendered to the following municipalities:—Alliston, Barrie, Beeton, Bradford, Coldwater, Collingwood, Cookstown, Creemore, Elmvale, Midland, Penetanguishene, Port McNichol, Stayner, Thornton, Tottenham, Victoria Harbor, Waubaushene.

Port McNichol.

Arrangements were completed whereby the substation serving the Village was removed to the C.P.R. Elevator so that the entire load of the Village and Elevator combined is now being served from the one station. An additional line was constructed by the Village between the Elevator and the Local Distribution System, and assistance was given to the Local Officials in securing the approval of the Ontario Railway & Municipal Board to the Money By-law which provided funds for this extension. Considerable economy was effected by the change, which will greatly reduce the cost of power to the village.

SEVERN SYSTEM—RURAL

Following up the detailed surveys of various townships made during the year 1920 in response to petitions through the Township Councils for rural service, public meetings were held throughout the year at different locations to explain to prospective customers the advantages of rural power and the means and methods of obtaining them. Local committees were organized in the different townships and a canvass for customers made, a large number being secured. Considerable interest was manifested respecting rural service, and information was submitted to the Local Officials concerning Hydro-Electric service in the following townships:—Gwillimbury, W.; Tecumseth, Essa, Flos, Tiny, Tay, Tossorontio. Special work was performed in the other townships throughout Simcoe County, details of which are given elsewhere in this

Nottawasaga Township.

Several public meetings were held in this township at various times during the year at Duntroon and Nottawa, covering rural power service, and a canvass for customers resulted in securing 22 farm and 35 hamlet contracts in that section of the Township lying between Collingwood and Duntroon. An agreement was executed between the Commission and the Township covering rural power service and all arrangements for constructing approximately seven miles of transmission line were completed; it is expected that the work will be finished and that service will be given to the various customers early in the New Year.

Innisfil Township.

A great deal of active work was performed in this Township during the year in the nature of holding public meetings, organizing local committees,

and canvassing for customers, the result being that many farm contracts were secured and the prospects are that next year an extensive rural system will be constructed. There are possibilities of serving several power customers, to whom information has been given, as well as a large summer cottage district adjacent to the shores of Lake Simcoe.

Oro Township.

A great deal of interest was shown by farmers in this township in connection with Hydro service. Considerable activity was also manifested by the summer cottage residents along the shores of Lake Simcoe. Public meetings were held, estimates prepared, rates submitted and committees formed locally to follow this work with a canvass for contracts. The indications at the present time are that a System will probably be constructed in this township during the coming year.

Sunnidale Township.

Following up a large petition for Hydro service from the summer cottage district at Wasaga Beach, a public meeting was held to explain the details of service and submit rates and a canvass was made to secure contracts, 58 of which were obtained. Estimates are being prepared to ascertain the capital cost of constructing a transmission line to serve the district, which would obtain power from the Stayner substation. A canvass of the farmers in the vicinity of Stayner and along the route of the new line between Stayner and Wasaga Beach was also made, in order that the rural communities, in addition to the summer cottage district, might receive the benefits of Hydro service.

Vespra Township.

Pursuant to an urgent request for Hydro power from the farmers located along the Penetanguishene road, public meetings were held at Crown Hill and estimates were prepared and submitted; local committees were organized and an active campaign was carried on by the farmers in the district to secure Hydro-Electric service. All arrangements were completed for constructing lines and giving Hydro service as soon as the necessary contracts were executed.

EUGENIA SYSTEM

General assistance and engineering advice were rendered to the various towns and villages on the Eugenia System throughout the year, in respect to the application of rates, the installation of equipment on the premises of large power customers, extensions to the distributing systems for serving additional customers, and matters pertaining to routine operation. An analysis of the operating statements of the local system in each municipality was made up in order to ascertain the equity of rates charged for service and the amount of adjustment necessary in maintaining the principle of "service at cost." Assistance was also given to the municipalities in passing money by-laws for the purpose of financing improvements and extensions to the local system, and in securing their approval by the Ontario Railway & Municipal Board. The municipalities for which this service was performed are as follows:—Arthur, Chatsworth, Chesley, Dundalk, Durham, Elmwood, Flesherton, Grand Valley, Hanover, Holstein, Markdale, Mount Forest, Neustadt, Orangeville, Owen Sound, Shelburne, Tara, Teeswater, Wingham, Ripley, Lucknow, Kincardine.

Several new towns were added to the system during the year, details concerning which are given later in this report.

Neustadt

The construction of the transmission line between Hanover and Neustadt was completed during the year. This change was necessary to provide for

the increased demand for power in the municipality. The increase in load for the last month of 1921 in Neustadt over and above the corresponding period for 1920 was approximately 60 per cent. Assistance was given to the local officials in preparing money by-laws amounting to $6,000, and in securing their approval by the Ontario Railway & Municipal Board. These additional funds were required to cover the capital cost of extensions and improvements to the Local Distribution System.

Hanover

Due to the increased demands for power, further extensions to the substation were found necessary. The building was enlarged and the equipment rearranged to suit the new conditions. Another circuit was added to the transmission line between Hanover and Durham. An extra telephone circuit was installed between Flesherton and Hanover to improve the operating conditions generally and the Hanover station was made the central switching point for outgoing lines to Chesley and the Bruce County district. The load during the last month of 1921 exceeded that of the corresponding period during the previous year by approximately 1,000 h.p. Assistance was given to the municipality in preparing a money by-law amounting to $14,000 to finance the capital cost of extensions and improvements to the Local Distribution System. This by-law is to be submitted to the ratepayers at the next municipal elections. A 350 k.v.a. synchronous condenser was purchased and installed in the substation, with the assistance of the Commission, to bring about improved power-factor conditions.

Priceville

A distributing system, the construction of which was started during the previous year, was placed in operation during the current year. A substation was constructed and Hydro service given to this municipality for the first time on March 17th. Assistance was given to the municipality in securing an additional money by-law covering a debenture issue of $1,000.

Durham

Assistance was given to the local officials in preparing a money by-law amounting to $7,800 to finance extensions and improvements to the Distribution System for the purpose of supplying service to new lighting and power customers. Additional load was secured by the local system during the year, which greatly increased the power consumption, the total demand during the last month of the year being 512 h.p., whereas for the corresponding month during the previous year the total load in this town amounted to only 130 h.p. Changes were made in the local substation to take care of this additional load and new transformers were installed, increasing the capacity of the station by 100 per cent.

Teeswater

The construction of the distribution system, which was begun during the previous year, was completed during the current year, and Hydro service was given to this municipality for the first time on December 23rd. The new substation necessary for supplying power to the municipality was completed and placed in operation for the first time on December 20th. Assistance was given to the Local Commission in securing a large power customer, whose installation was connected to the system and to whom service was given during the year, bringing up the demand of the municipality close to the amount contracted for with the Commission.

Wingham

The new substation in this municipality was completed and Hydro power was delivered for the first time on December 21st.

The Local Distribution System was completely reconstructed during the year under the supervision, and with the assistance, of the Commission.

Assistance was given to the local officials in connection with the installation of a synchronous condenser for power-factor correction. Agreements were executed between the municipality and the Bell Telephone and G.N.W. Telegraph Companies covering joint use of poles on the main streets.

Ripley

A distribution system was constructed in this municipality and Hydro power was delivered for the first time in the month of January.

Assistance was given to the local officials in connection with securing a large power customer. The load in this municipality during the first year has exceeded the original amount contracted for.

Lucknow

The new distribution system in this municipality, which was begun during the past year, was completed during the current year and Hydro power was supplied on January 11th. Agreements were executed with the G.N.W. and Bell Telephone Companies covering joint use of poles on the Main Street of the Town. Assistance was given to the local officials in securing a large power customer. The load in this municipality during the first year has exceeded the original amount contracted for.

Kincardine

A distribution system was constructed in this municipality by the local officials with the assistance of the Commission, and Hydro power was delivered for the first time on March 16th. A new substation was constructed and placed in operation. Assistance was given to the local officials in planning to change the Water Works pumps from "steam" to "electric drive" and also in securing a large number of power customers.

Assistance was also given to the local officials in preparing an additional money by-law amounting to $20,000 covering extensions and improvements to the local distribution system not provided for in the original money by-law. This by-law will be submitted to the ratepayers at the next municipal election.

Paisley

A valuation was made of the privately owned system in this municipality and assistance was given to the local officials in connection with the passing of enabling and money by-laws covering Hydro-Electric service. Details for the delivery of power to this municipality are not yet completed, but an effort will be made as soon as possible to arrange for the construction of suitable overhead lines.

Gorrie

A money by-law, which covered the cost of constructing a distribution system for Hydro-Electric service, was submitted to the ratepayers, and carried by a large majority. Arrangements are being made to deliver power to this municipality in connection with service to Howick Township.

Fordwich

A money by-law covering the cost of constructing a distribution system in this village in connection with Hydro service was submitted to the ratepayers and carried by a large majority. Arrangements are being made by the Commission to give service to this village through the rural lines in Howick Township.

Southampton

A public meeting was held in this municipality in connection with Hydro-Electric service. A valuation of the privately-owned plant serving the town was completed and full information was given regarding the connection of this development with the Eugenia System.

Port Elgin

A public meeting was held in this municipality in connection with Hydro-Electric service and a valuation of the property of the private company serving it was completed. A study was made concerning the best method of delivering Hydro power to the municipality.

EUGENIA SYSTEM—RURAL

Following up the detailed surveys made in various townships in the Eugenia District during the past year, a great deal of active work was performed in connection with submitting details concerning the securing of service, the preparation and submission of rates and estimates to the various townships, through public meetings held in many places.

Local committees were organized and a canvass was made to secure contracts, many of which were obtained. The various townships to which assistance was given were as follows:—Amaranth, Brant, Collingwood, Euphrasia, Holland, Howick, Kinloss.

Brant Township

Arrangements for constructing lines in this township to serve four farms in the vicinity of the Walkerton Quarry substation were completed. The construction work will be undertaken and service given early in the new year.

Howick Township

A great deal of active work was carried on in this Township in connection with giving Hydro service to farmers as well as supplying power to the municipalities of Wroxeter, Fordwich and Gorrie, approximately 48 farm contracts, and 73 hamlet contracts being obtained.

The indications are at the present time that in the early spring of next year the transmission line will be extended from Wingham, that a substation will be constructed at Wroxeter and that several miles of rural line will be built throughout the township to serve those who have already contracted for service.

WASDELLS SYSTEM

From time to time throughout the year there was rendered by the Commission to the various municipalities comprising the Wasdells System, assistance in the nature of engineering advice pertaining to operating matters, to the application of rates, in explaining technical matters to lighting and power customers and in assisting the local officials to carry on the business of their distribution systems in the most efficient manner. An analysis of operating reports of the various towns was made to determine the equity of the rates for different classes of service and the amount of refund due to the various corporations in connection with the supply of municipal power for water-works and street-lighting systems. The municipalities to which this service was rendered are as follows:—Beaverton, Brechin, Cannington, Sunderland and Woodville.

A further investigation was made in connection with the construction of new lines south of Cannington and Sunderland to supply power to the municipalities of Uxbridge and Port Perry and to give rural service to the various townships adjacent to these two municipalities.

WASDELLS SYSTEM—RURAL

Following up the receipt of petitions and general surveys made, during the previous year, of various townships in the Wasdells district, many public meetings were held in various townships to explain rates and the method of obtaining service. Local committees were formed and a canvass was started in the different townships to secure customers, with the result that a large number of contracts was obtained. This work is still proceeding and it is expected that during the coming year a sufficient number of contracts will be obtained to enable the construction of rural lines to be begun on a large scale. The townships for which this work was performed are as follows:—Brock, Eldon, Mariposa, Reach, and Scott.

North Orillia Township

Estimates were prepared and investigations were made in connection with supplying power to a large industry adjacent to Wasdells Development as well as to the Hamlet of Washago and complete information was submitted to the township officials in connection with this matter.

Morrison Township

Estimates were prepared, an investigation was made, and also rates were submitted in connection with supplying power to the hamlet of Severn Bridge and complete details were furnished to the local officials in connection with Hydro-Electric service.

MUSKOKA SYSTEM

Assistance in the nature of engineering advice covering the application of rates and general matters pertaining to the operation of the local distribution systems was given to both of the municipalities comprising this system. An analysis of operating statements of the two municipalities was prepared to determine the equity of rates for different classes of service and the amount of refund necessary in connection with supplying power for municipal purposes.

Gravenhurst

Assistance was given the local officials in connection with executing a new agreement for the Gravenhurst Sanitarium whereby the entire supply of power to this institution would be placed on a more satisfactory basis.

ST. LAWRENCE SYSTEM

The demand for power on this System is rapidly increasing, chiefly on account of new industries which are contracting with the Commission for their supply. Several small municipalities have been added to the System during the year, and an existing paper industry has made extensive additions to its plant, and considerably increased the quantity of power. Further extensions are being made by this company, and an increase in load is anticipated in the coming year.

The Commission has been conducting negotiations with a copper rolling mill industry which proposes to locate at Brockville. This industry will start operation in all probability next year, and will receive its supply of power direct from the Commission. The plant will initially require 1100 h.p., and will necessitate a change in the transmission voltage of the system, in order to deliver the power satisfactorily.

Considering the industrial depression universally prevalent during the year, the system has been remarkably fortunate in the increase of power, and there is every prospect of this increase continuing into the next fiscal year.

Alexandria

During the previous summer construction was undertaken on lines extending from Cornwall to Alexandria, and a station was erected to transform the power at the municipality. In January, 1921, power was turned on. The local plant was remodelled, and the old steam plant discarded. Several industries prepared to take electrical supply, but owing to industrial depression, the load was not as great as was anticipated.

The Commission has discarded the steam pumping equipment in the water-works plant, and a new electrically-driven pump has been installed. A new street lighting system was installed, the municipality now has Hydro service, and every effort is being made by the municipal officials to increase the use of electric power.

Apple Hill

The transmission line built to supply Alexandria passes through this village, and a station was erected to supply it with power. In April, 1921, the municipality received its first supply. The privately-owned plant supplying the village before Hydro was available, was purchased and remodelled.

Avonmore

This municipality was supplied with estimates, and the citizens were given permission to vote, in January, 1921, on obtaining a supply of power from the Commission. The by-law carried, but no action was taken on the question during the year, as there was some effort made to link up the rural supply with the municipality's needs. It is proposed to extend a low-voltage line from the transformer station in Apple Hill, and further effort will be made along these lines during the coming year.

Aultsville

The municipality voted on obtaining a supply of power from the Commission early in the year, and the by-laws were passed with a large majority. The municipality is situated near the high-tension line, and it is proposed to erect a small station to meet the needs of the village. This work will probably be carried on during the next year.

Brockville

The municipality has been putting forth effort to induce industries to locate there, and has systematically followed up prospective manufacturers in this connection. The chief aim is to increase the power requirements of the municipality, and receive the benefit by reduction in rates. The municipality has met with success, and is entering into an agreement with a large copper rolling mill to locate in the town. A number of smaller industries have also been established.

Casselman

The village received estimates from the Commission on a supply of power during the early part of the year, and in January voted favorably upon obtaining a supply from the Commission. Owing to its location, the cost of power to this municipality will be high, and the problem will require some study in order to determine the most economical way of supplying it. It is intended to link up the rural requirements with that of the village.

Chesterville

The municipality has slightly increased its load during the year, and a start has been made to supply the farmers from the transformer station in this municipality. A district has been formed, and growth is expected in the rural load.

Finch

This municipality considered estimates supplied by the Commission, and in January voted favorably upon the question of obtaining Hydro power. It is proposed to construct a low-voltage line from Chesterville to the municipality, and to link up the rural requirements with those of the village. No action has been taken in connection with the matter as yet.

Lancaster

The agreement between this Commission and the village having been signed in the previous year, the Commission proceeded to construct lines to serve the municipality, and, in May, power was turned on for the first time. This village is now experiencing its first use of electrical energy, and considerable growth in lighting requirements is anticipated. There is no power requirement of any consequence here at the present time.

Martintown

This municipality, although small, is located on the line between Cornwall and Alexandria, and had formerly signed an agreement with the Commission. A station was erected to supply this village, as well as the village of Lancaster, and power was turned on in May. The village is now receiving its first electrical supply for lighting purposes.

Maxville

This village made preparations early in the year to obtain a supply of power from the Cornwall-Alexandria line. A spur line was erected to reach the municipality, and it was originally proposed to build a station to transform the power in the municipality. However, it has been arranged to deliver the power temporarily from the station erected in Apple Hill, so that low-voltage power is delivered to the municipality at the present time from the Apple Hill station. The municipality unfortunately had a fire shortly after Hydro service was installed, a considerable portion of the business section was destroyed and a lot of electrical equipment, which cost the municipality about $1,500 to replace, was burned.

Newington

Estimates were furnished to the village on the cost of supplying power from the St. Lawrence System by various methods. The scheme involved the linking up of rural service with that of the municipality, in order to reduce the cost. The municipality voted favorably upon the scheme in January. Since then no further action has been taken, but it is intended to extend lines from Chesterville through Finch.

St. Isadore de Prescott

This village also voted favorably upon the Hydro by-laws at the beginning of the year, after receiving estimates from the Commission. It is expected that service will be extended to the municipality after a station is erected in Maxville, and rural service will be linked up with the scheme.

Williamsburg

The Commission was notified by the municipality of Morrisburg that the power supply formerly delivered to Williamsburg was now required by Morrisburg, and that consequently a new supply of power would have to be obtained. The Commission found the only means of accomplishing this was to erect a transformer station in Williamsburg, and connect it to the high-tension line passing through the village to Winchester. Since December, 1920, the village has been obtaining power in this manner. The municipality is taking less power than in former years. It was intended to render a rural

service to the surrounding farming community from this station, but the townships have refrained from entering into the scheme.

Winchester Springs

The municipality carried on further negotiations with the Commission in an effort to get electric service. The amount of business in the village is small, and does not necessitate the erection of a transformer station. It was thought advisable to link the requirements of the village with rural needs and supply the power out of Williamsburg Station, but owing to the decision of the rural community not to enter the scheme, no further steps were taken to supply the village.

ST. LAWRENCE SYSTEM—RURAL

During the year exhaustive preliminary engineering work was carried on with a view to establishing rural power districts.

The following rural districts on the St. Lawrence System were approved during the year.

Alexandria District.—Covering Lancaster and Charlottenburg Townships in Glengarry County, and part of Cornwall Township in Stormont County.

Apple Hill District—Covering part of Kenyon Township in Glengarry County, and part of Roxborough Township in Stormont County.

Maxville District.—Covering part of Kenyon Township in Glengarry County, part of Roxborough Township in Stormont County, parts of Caledonia and Plantagenet South Townships in Prescott County, and part of Cambridge Township in Russell County.

Chesterville District.—Covering Finch Township in Stormont County and part of Winchester Township in Dundas County.

Winchester District.—Covering part of Winchester Township and Mountain Township in Dundas County.

Williamsburg District.—Covering part of Williamsburg Township and part of Matilda Township in Dundas County.

Prescott District.—Covering parts of Edwardsburg and Augusta Township in Grenville County.

Brockville District.—Covering part of Augusta Township in Grenville County and part of Elizabethtown Township in Leeds County.

Athens District.—Covering part of Elizabethtown Township in Leeds County and part of Augusta Township in Grenville County.

Rates have been prepared and submitted to the councils of the Townships, in Townships from which petitions have been received.

Rural lines built out of Brockville have been in operation for the greater part of the year, and many additional services have been added in this district. An effort is being made to extend the line along the highway east of Brockville as far as the Hamlet of Maitland.

A line to supply rural residents in the Chesterville District has been in operation since April, 1921, and a distribution system is in course of construction to supply rural consumers in the Martintown District.

During the year public meetings were held in all the districts, except the Chesterville and Winchester Districts, and a representative of the Commission was present to explain the basis on which rural residents are served, and submit any further information required.

RIDEAU SYSTEM

In spite of the depression in industrial plants, the quantity of power delivered on the system increased during the year. The municipality of Kemptville voted in favor of Hydro, and construction of lines was undertaken during the summer, to supply it with power. The village of Lanark has also signed an agreement with the Commission, and was connected to the system during the year. The location of these municipalities, and the small quantity of power required by each, make the cost of power high, but both municipalities are anxious to receive service. The amount of power obtained from the Rideau Power Company was considerably restricted, owing to insufficient water supply. The major portion of the power was produced by the Commission's own plant at High Falls.

Smith's Falls

Practically all the industries in this municipality are now operated by Hydro-Electric power. In addition the use made of electrical appliances in homes is considerable and has required extensions to the local distribution system. Work in connection with the remodelling of this system has also been continued.

Carleton Place

The industries in this municipality have maintained their demand for power, in spite of the depression, and the municipality has increased its load during the year. The distribution system is being improved. The town is desirous of having a better street lighting system, and is removing the poles from the main street, in preparation for the new street lighting equipment.

Perth

The street lighting system in this municipality is being further improved, and additional lights are contemplated. The local commission continues to carry on a large business in electrical merchandising. The power requirements of the municipality show a steady increase, and a number of new lighting customers have been added to the system.

Lanark

Early in the year the municipality was furnished with estimates on the cost of power delivered from the Rideau System, and the cost of a plant to distribute power among its citizens. The municipality voted on the Hydro issue in January, and elected to obtain a supply from the Commission. Preparation was made by construction of lines and plant during the summer, and power was turned on in October. Although the cost of power is high, and rates are correspondingly high, nevertheless there exists a keen desire on the part of the citizens to receive service, and the municipality was fortunate in securing a greater number of customers than was expected. The municipality as a whole is greatly pleased with its success, and the future for Hydro is bright.

Kemptville

On January 1st the Village of Kemptville voted on the Hydro issue, and passed the By-law with a large majority. The municipality was dissatisfied with the existing service, and negotiations to purchase the plant of the existing Company were carried on, but without success. The Commission was then requested to construct a distribution system for the municipality, and this work proceeded concurrently with the construction of a line from Merrickville to supply the municipality with power. A transformer station is being erected at Kemptville, and it is expected that the Municipality will receive service in the near future. The Agricultural College, located at Kemptville, is

also preparing to take a supply of power from the System. Practically all of the citizens of the municipality are preparing to take service from Hydro.

THUNDER BAY SYSTEM

The new development at Cameron Falls on the Nipigon River was placed in operation for the first time during the year, and power was delivered to the City of Port Arthur therefrom after the expiration of the agreement with the Kaministikwia Power Company. The cities of Port Arthur and Fort William, as well as the village of Nipigon, were rendered assistance and engineering advice in connection with Hydro-Electric service, details of which follow.

Fort William

Although this municipality is not yet taking power from the Commission, it is under contract to do so at the expiration of the agreement with the Kaministikwia Power Company. An explanation of proposed rates was given to the local officials and a canvass was made to secure power customers to be supplied through the Commission until the municipality is in a position to take over their contracts. An explanation of rates and Hydro-Electric service was made to various power customers and proposed contracts were thoroughly explained. An investigation was made covering the route of proposed transmission lines on the City Streets to supply prospective power customers.

Nipigon Village

Estimates and rates were prepared covering service to the Village of Nipigon and all details in connection with Hydro-Electric service thoroughly explained to the Local Officials. Power was delivered for the first time in the month of May to the Nipigon Fibre and Paper Co., located at the Village of Nipigon, the load approximating 4,000 h.p. This company is proposing extensions to its Pulp Mill which will in all probability bring the demand during the coming year to approximately 8,000 h.p.

Port Arthur

Power was delivered to this municipality for the first time from the Cameron Falls Development on the Nipigon River at midnight December 20, 1920. Assistance was given to the local officials in connection with securing contracts with Pulp and Paper Companies; in connection with service to Grain Elevators; as well as in connection with the construction of a transmission line from the terminal station at Bear Point to the City substation at High Street. Negotiations with the municipality, covering the purchase of the High Street Substation from the Commission, were begun.

OTTAWA SYSTEM

Growth of business in Ottawa has necessitated the securing of additional power from the Ottawa and Hull Power Company. 1,000 h.p. additional were reserved under the agreement. This municipality is one of several in the Province having very low rates, with the result that the use made of electrical appliances in the homes is considerable. This is the chief cause of the increase in the amount of power required by the Municipality.

Nepean Rural Power District

The Township of Nepean contracted with the Commission during the year for a supply of power, and a district was formed including the whole township. Estimates were prepared and forwarded to the township officials. These estimates were considered favorable and a canvass was made to obtain contracts. The power is to be supplied by the City of Ottawa, and lines are being

constructed to supply the parties who have applied for power. Over one hundred contracts have been secured, and 18 miles of line are now under construction in the township. Power will be delivered during the next year to this district, and further extensions are anticipated.

CENTRAL ONTARIO SYSTEM

Oshawa

The Oshawa Railway Co., which obtains its power supply from the Commission, is installing a 500 k.w. synchronous motor-generator set. This will be in addition to the two 300 k.w. induction motor-generator sets installed some years ago.

Owing to increasing power load it has been necessary to rearrange the local power feeders and to install feeder circuits of increased capacity.

Gas Plant.—A number of small mains have been taken up and replaced by larger ones. Plans and estimates for extensive alterations and additions to the generating plant are being prepared, with a view to construction in the coming year.

Newcastle

Two miles of suburban lines have been constructed to serve a number of farms in the immediate vicinity of Newcastle.

Port Hope

The Municipal Water Works Board has installed a motor-driven turbine pump for domestic water supply.

Cobourg

Waterworks.—An extension of 2,500 feet of eight-inch main was laid to improve the water service to the factory section of the town.

Trenton

Estimates are being prepared for "White-Way" lighting in the business district.

Belleville

An extension of the business district "White-Way" lighting system has been completed.

Napanee

The street lighting system has been extended to light the back lanes in the business district.

Considerable extensions and improvements in the distribution system have been completed to take care of increased range load.

Gas Plant.—The Gas Plant operated by the Commission was closed down on August 31st.

Lindsay

The street lighting system has been extended to include the back lanes of the business district.

Peterboro

The Utilities Commission is now supplying a block of power to the Canadian General Electric Co.

Suburban extensions to supply service to residents in North Monaghan Township were completed.

Omemee

The Omemee Tannery Co. has been operating since June with a connected load of 160 h.p.

Norwood

The local lines were made alive January 12th. The lighting consumers have increased in number from 95 to 185, and power load amounting to 50 h.p. will be connected shortly.

Havelock

The local lines were made alive on January 13th.

Negotiations are under way with the C. P. Ry. for the supply of power to its shops.

Marmora

The local lines were made alive on December 14th, 1920, and the distribution system has now been completed.

CENTRAL ONTARIO SYSTEM—RURAL

Rates based on the provisions of the Rural Hydro-Electric Distribution Act were sent out to the following townships: Darlington, Clarke, Hope, Hamilton, Haldimand, Cramahe, Brighton, Sidney, Hallowell, Thurlow, Richmond, South Monaghan, Cavan, Manvers, Fenelon, Asphodel.

Public meetings were held in the following townships: Darlington, Hope, Hamilton, Sidney, Hallowell, Thurlow, Richmond, South Monaghan, Manvers, Ops.

At each public meeting the rates were explained and committees organized to canvass for contracts. Assistance in canvassing was given when requested.

NIPISSING SYSTEM

The extensions and alterations at the Development at South River supplying power to North Bay, Powassan and Callander were completed, and the new generator and the new bank of transformers were placed in operation. Various changes were made in the North Bay Distribution System to provide for increased demands of both lighting and power customers. The local office staff and Sales Room were moved to new quarters during the year, and arrangements were made for housing the entire staff at one central point for the purpose of improving the operating efficiency on the local system as well as to secure better sales quarters. The power load in this municipality has increased to such an extent that arrangements are being made for securing additional power at the development over and above the alterations and extensions already made.

NEW ONTARIO DISTRICT

Although no towns in this section of the Province other than those served by the Muskoka, Nipissing and Thunder Bay Systems, already reported upon, are under contract with the Commission, considerable assistance was given to various municipalities in the nature of solving their problems in connection with the distribution of light and power, and the work in the various municipalities, covered in last year's report, was followed up and settled to the satisfaction of the various municipalities concerned. The municipalities to which this assistance was given are as follows: Cochrane, Kenora, Mattawa, Parry Sound, South River and Sault Ste. Marie. The proposed Crown Lease covering development on the Abitibi River,—the Long Sault Rapids—and the proposed transmission line from this development to Timmins and South Porcupine was investigated and reported upon.

SECTION VII

GENERAL ACTIVITIES OF THE COMMISSION

ELECTRICAL INSPECTION

Previous reports have described in detail the general activities of the Electrical Inspection Department, and as the work in general does not vary to any great extent, it is unnecessary to enumerate again the routine work.

During the year the number of paid applications for the inspection of new wiring aggregated 84,352, while the number of inspections made was 160,873.

There has been a marked increase throughout the province in the use of current-consuming devices of all kinds, particularly electric ranges, the number of these installed this year being greatly in excess of other years. This, no doubt, is due in a large measure to the activities of local Commissions, many of whom have established merchandising departments and carry a full line of ranges and other appliances which they are prepared to sell and instal at very reasonable prices, thus encouraging their use.

With the contemplated extension of the Commission's lines, the present indications are that the Inspection Department will have a very busy year in the rural districts, as the farmers are taking advantage of "Hydro" power and are equipping their farms with modern electrically operated appliances.

Considerable time has been devoted to the inspection of old installations during the past year and this department has been successful in persuading many owners to have their wiring remodelled and overhauled, at an approximate cost of $584,450. These necessary improvements eliminate the fire and life hazard associated, in many cases, with old and obsolete installations.

HYDRO-ELECTRIC RAILWAYS

Proposed New Railway Lines

No further surveys have been undertaken in connection with the proposed Railway lines, for the construction of which by-laws have been passed by the interested municipalities.

The compilation of new estimates and preparation of the large mass of other information requested by the Radial Railway Commission continued, during the past year, to involve a considerable amount of office work.

Essex District.

Late in the year—the Government having guaranteed the Commission's bonds to the extent of $900,000—some extensive betterments to the system were proceeded with. These included the laying of new 60 lb. rail on rock ballast on Ottawa St., Ford City, from Strabane St. to the easterly city limits, and installing an interchange with the G.T.R., and double tracking of some 4,000 ft. of single track and sidings on Ouellette Ave. north of London St., and 3,200 ft. of single track on Wyandotte St. between Moy and Glengarry.

This new construction consists of 80 lb. 60 ft. rails, of standard section, on steel ties embeded in concrete, with pavement of the same material. At intersections 114 lb. rails of the grooved girder type on oak ties are used in conjunction with manganese steel special work, the pavement on these por-

tions of the work is of brick with a concrete roadbed. The excavation and concrete work is being carried on by contract, and the tracklaying, bonding and overhead work by day labour.

A single track loop is being installed around the block bounded by Sandwich, Ferry, Pitt and Ouellette Streets, with a view to eliminating the wyeing of cars at this point.

The whole of the above work is expected to be completed early in December, by which time it is hoped an order for 20 new one-man cars of the Brill double-door type will have been filled.

A resurvey of all property pertaining to the Essex District and the preparation of plans and profiles corresponding thereto has been in progress.

Guelph Radial Railway

In May, the Commission, at the request of the City of Guelph, took over the management of the Guelph Radial Railway. Subsequently, when it became apparent that the Government would not assume any financial or other responsibility in respect of the System, the Commission issued bonds to the extent of $150,000 for the rehabilitation of the Guelph Radial. These bonds were secured by an issue of City of Guelph debentures of like amount.

In addition to other much needed betterments which have been undertaken, a contract was let on October 15th for excavation, concrete and paving in connection with the replacement of some 2,500 ft. of worn out track on Woolwich, Wyndham, Carden and Wilson Sts. by new construction of the same general standard as that employed on the Essex District. Arrangements have also been made to retire some obsolete equipment and substitute therefor 8 new one-man cars of the type ordered for the City of Windsor.

Peterborough Radial Railway

No extensions to this system have been undertaken during the year. In July, the three old C.P.R. crossings on George St. were replaced by one manganese and two built-up diamonds.

LABORATORIES DEPARTMENT

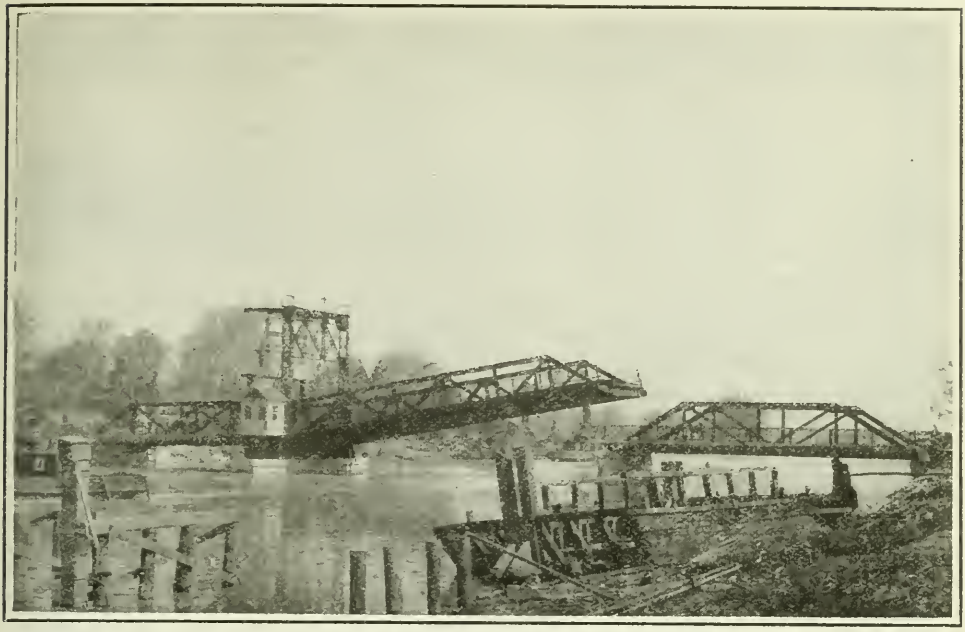
The past year has been notable by reason of the large increase in volume of work necessitated by the Queenston-Chippawa Power Development. This undertaking has affected all sections of the Laboratories, particularly the Engineering Materials, the High-Tension and the Photographic sections.

The work of inspecting cement, concrete materials, and steel for the generating station, for bridges, for concrete reinforcing and for penstocks, etc., devolved upon the Engineering Materials Laboratory. There was in addition a great volume of miscellaneous inspection. This work is described in greater detail below.

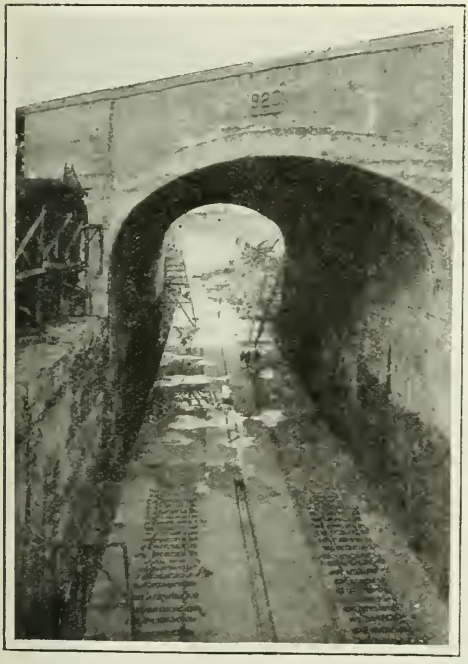
The High-Tension and Electrical Testing Laboratory was frequently called upon to render assistance to the Engineering Department in connection with the design of the Generating Station and the purchase of materials such as bus-bar insulators, generators, and transformers. This laboratory has also rendered assistance to, and is at present working in co-operation with, the Hydraulic Department, in efficiency tests on the power plants at Niagara Falls.

All sections of the Laboratories Department have done a considerable amount of commercial work, including calibration of meters, photometric tests, electrical tests on motors, transformers, etc.

No items of equipment of large size were added during the past year, but in many ways the equipment was made more efficient and more suitable for the purpose intended. In this work and in the construction of small pieces of necessary equipment, the laboratory workshop has been of value and effected



Chippawa Highway Bridge Closing, May 3, 1921



Michigan Central and Grand Trunk Railways' Bridge over Chippawa-Queenston Canal. Oct. 8, 1921

No. 1 Caisson, No. 2 Pier, 8 inches from Rock. Michigan Central Railway Bridge—Montrose. Nov. 10, 1921

savings. One of these pieces of equipment is illustrated in this report.

Several technical articles have been prepared by various members of the staff for publication and a good deal of work has been done on Engineering Standards Committees in connection with the preparation of specifications.

High-Tension and Electrical Testing Laboratory

The activities of the High-Tension and Electrical Testing Laboratory have continued along the lines which have been described in previous reports and, in addition to the routine work, investigational work has been carried on which has resulted in advancing to some extent the boundaries of available knowledge in the engineering field.

In a general way, it may be said that this laboratory is able to undertake practical electrical tests, studies or investigations of almost any range. Tests which have become standard practice are systematized and treated as routine for economy of operation as well as for proper comparison of results. Frequently, however, special tests are required to clear up some doubtful phenomena.

Routine electrical tests are made on many classes of apparatus and materials. The various commercial tests are made on constant-potential and constant-current transformers, and on alternating and direct-current generators and motors, along the lines mentioned in previous reports with the added advantage of equipment especially suited for this class of work. The testing of oil for dielectric strength is a routine test, important not only because all the high-tension transformers and oil circuit-breakers are thus looked after, but also because approximately seventy samples per month are received from various municipal stations and new stations under construction. High-tension insulator investigation is also an important routine test, though its development and the various methods of line construction warrant its mention as a special line of investigation also. Apparatus is available from which any single-phase voltage up to 200,000 volts at 25 cycles or 400,000 volts at 60 cycles may be obtained, and a great deal of work is done at 110,000 volts and higher.

The monthly testing and inspection of linemen's rubber gloves, as outlined by the Committee on Accident Prevention, has become standard practice. These tests are made to ensure the safety of linemen and others who find it necessary to work on live apparatus, and record is kept of the life history of each glove used for this purpose. Considerable care is necessary in the selection of suitable gloves and exhaustive tests are made on samples of different makes and models.

Among the various classes of work done in a regular way are—the measurement of load distribution in mills and factories, checking the suitability of application of special electrical apparatus to various uses, inspection and testing of electrical equipment required by the Construction Department, and testing for manufacturers with a view to improvement in certain lines of their product.

Special problems have been studied and suitable tests made and reported on during the year, among which are the following:

Extensive tests have been made on the forces exerted between bus-bars. No published results of actual tests of these forces were available and a wide difference in the calculated values when using methods advocated by different authorities revealed the desirability of obtaining experimental evidence. Such data become indispensable when apparatus is being designed to meet the conditions imposed on modern heavy capacity equipment.

Special tests have also been made on the protective equipment installed in some of the high-tension stations to determine the advisability of simplifying

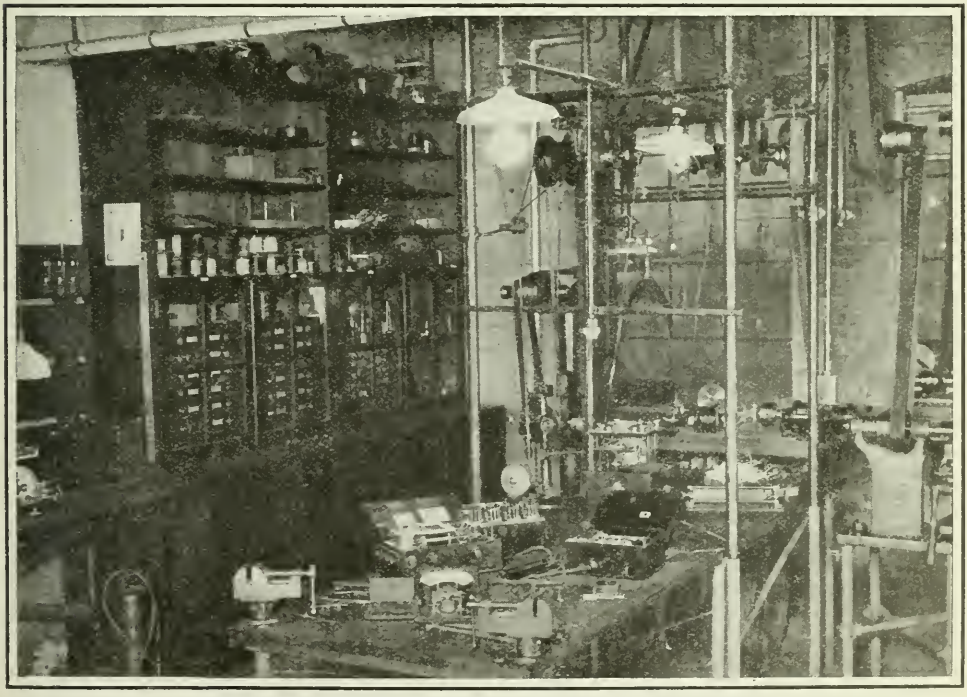
or otherwise modifying certain practices which have become fairly well standardized. The facilities available for making such tests on equipment in service make the results obtained of considerable value.

Approval Laboratory

Although the past year has been one of depression in the electrical manufacturing industry, many Canadian manufacturers have developed new lines and have added to present lines so that the work of the Approval Laboratory has steadily increased. In all 119 reports have been written during the year. The washing machine and vacuum cleaner lines have been examined and added to the approval list during this period. More attention is being paid to motor-driven devices of the self-contained type and it is proposed to add portable drills and fans to the approval list during the coming year.

Specifications have been prepared, with the assistance of sub-committees of the Approvals committee, for electric ranges, fixtures, portable appliances, farm lighting plants and for porcelain knobs, tubes and cleats, and it is hoped to have these authorized and in force during the early part of the year. In this connection it may be mentioned that at the request of the fixture manufactures a meeting of those interested in the standardization of fixture outlet boxes was held and an endeavor made to reach an agreement as to type and size. The matter was referred to the Sub-Committee on Fixtures, but no definite result has yet been achieved as it was found practically impossible to reach an agreement satisfactory to all parties concerned.

During the year requests have been received for tests on enclosed switches of large capacity. To take care of this work arrangements are now under way with the local distributing system for space in one of their substations and power for applying such tests. Equipment has also been designed for this work. It is hoped to set up a fuse-testing station at the same time and for



Corner of Instrument Repair Shop in Laboratories

that reason plans have been prepared for installing both sets of equipment where storage battery and all the necessary alternating and direct-current voltages may be obtained without the addition of transformers or converters.

A close check has been kept upon the sale and distribution by jobbers and wholesalers, of unapproved electrical devices, fittings and material, with the result that such goods have been practically eliminated from the Ontario market. With the co-operation of the Electrical Inspection Department this work is being pushed, and it is hoped to devise a system of checking retail dealers' stocks occasionally in order to ensure that sub-standard devices are not being offered to the buying public.

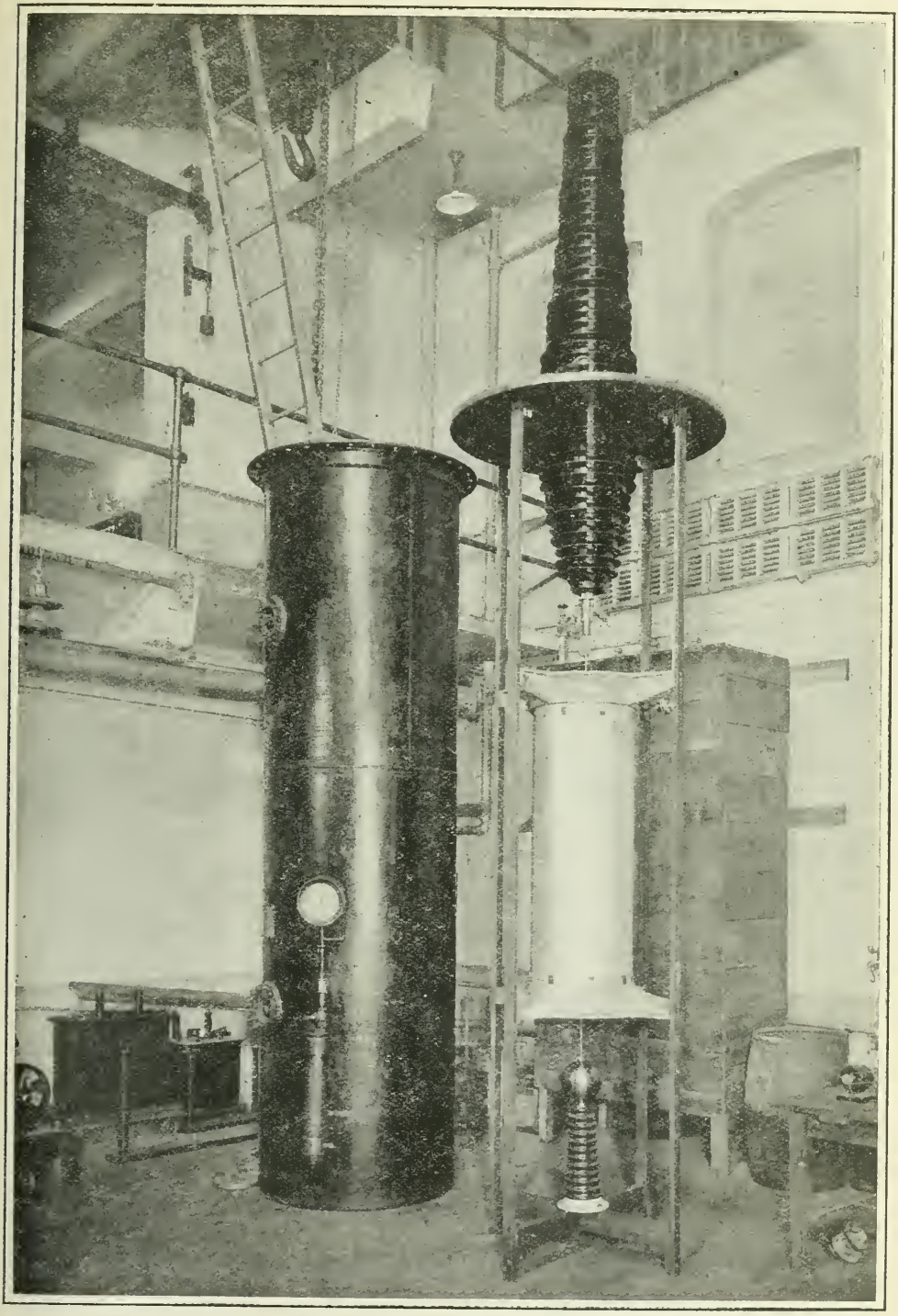
The re-examination of approved devices was carried on in accordance with the prescribed form of procedure, although not to the same extent as last year, on account of industrial conditions. A considerable decrease was observed in the number of labels supplied. A close check was kept on the quality of goods and materials being used, which work was greatly assisted by the co-operation of the Electrical Inspection Department.

Meter and Standards Laboratory

The relief of the power shortage conditions and the removal of the restrictions upon the sale of power throughout the province, with the consequent rapid increase in the number and magnitude of loads supplied, has reacted noticeably on the work of the Meter Section of the Laboratories; and this section has enjoyed a very active year in all phases of its work.

The most marked effect of the improvement is seen in the increased number of watt-hour meters and other metering devices which have passed through the testing and repair sections of this department. Many new meters from the factories have been sent to the Laboratories for Government inspection; and though, of course, but a small percentage of the total number of the meters used upon the Commission's system ever finds its way to the Toronto Laboratories, it may be assumed that this percentage remains reasonably constant from year to year, and thus serves to indicate the increased activity in loads so measured. The Meter Section has been particularly busy in the work of rehabilitating second-hand meters, mostly from systems where the frequency is being changed. These are taken over by the Commission and sent in to the Laboratories, where they are completely overhauled and readjusted, so that they will form saleable stock. On a similar basis it has been found possible to give a new lease of life to many old meters which have been lying in stores for some time because they were of ratings which, in the advance of the electrical industry, had been superseded. Among these may be mentioned a large accumulation of 5 ampere two-wire meters for which the demand had practically ceased, and which were daily becoming of less probable value. These were handed over to the Laboratories, where, at a comparatively small expense, they were rewound and re-rated at 10 amperes or other suitable ratings, so that they could at once be applied to fill an active demand. In fact, the call for second-hand meters has been of late such that they seldom find their way back to the storehouse shelves, but, on their delivery to stores, are immediately packed up and shipped out on waiting orders. In addition to the work done on second-hand meters for stock, small shipments are being continually sent in from municipalities for repair and adjustment, thus making possible a service which in the course of a year saves many useful meters from the scrap heap.

The work of checking and repairing indicating instruments, both those belonging to the Commission and to outside parties, has greatly increased, with the result that an almost continuous stream of volt-meters, ammeters and watt-meters has flowed through the Instrument Shop and Standards Room. Owners of metering devices are appreciating the advantages of having at hand a well-



Corona Voltmeter Used to Measure Very High Voltages. It consists of a straight rod mounted concentrically within a metal cylinder, and enclosed in an airtight tank (shown at the left). The voltage to be measured is applied between the rod and cylinder (which is grounded) and produces a "corona discharge" which is detected by means of a telephone. By varying the air pressure in the tank voltages up to 300,000 may be measured

equipped and reliable institution which can not only adjust but make complete repairs on practically any type of instrument which comes to hand. Besides the instruments mentioned above, work has been done on a large number of meggers, instrument transformers, bond testers and special electrical measuring devices.

The Commission's long-continued investigations upon the comparative theoretical merits of the various methods of determining demand have been, for the present, concluded, and a summary of the findings was published in the Annual Report for 1920. As an outcome of this investigation there has been carried out a study of the most practicable method of measuring volt-amperes as a basis for demand. Some interesting results have been obtained, (these having been from time to time published in the "Bulletin"): and it has been found possible to measure volt-ampere demand on a commercial basis which is fair and satisfactory both to utility and user.

In view of the activities of the Canadian Engineering Standards Association, it was deemed advisable to suspend for a time the work which was being carried on in revising the meter type acceptance specifications and in preparing purchase specifications, and to merge our efforts with those of the Meter Committee of that body. This Committee has held several sessions, at which the Commission was represented; and much other work is being carried on by correspondence. The Laboratories is also represented on the Instruments and Measurements Committee of the American Institute of Electrical Engineers.

Many new types of equipment have been investigated prior to their adoption by the Commission for use in its stations or elsewhere on its systems. These include: temperature recorders, graphic meters, demand meters, phase-shifting transformers, current and voltage transformers, watt-hour meters, protective and other relays, insulation testers and various types of switchboard and portable instruments.

This section has continued to lend its assistance to other sections of the Laboratories, and to departments of the Commission outside the Laboratories in the solution of special problems in measurement that have developed from time to time; and, with the flexible equipment which is at hand, has often been able to find a very easy way of accomplishing measurements which at first appeared baffling. As an example of this work there may be cited the case of a certain relay connection in one of the stations which gave dissatisfaction during switching operations. Instruments of the indicating type failed to give any clue as the nature of the trouble. The oscillograph was then applied to the system and a few exposures were made of the current and voltage waves during switching. There was found a pronounced harmonic lasting only a few seconds; but quite sufficient in that time to produce abnormal operation. With the facts of the case definitely known, it was an easy matter to take steps for the eradication of the fault. By such tests as these, and by a studied co-operation between this section and the other sections both within and without the Laboratories, it is felt that the Meter Laboratory is rendering a service not only to the Hydro-Electric Power Commission, but to the electrical industry of the province as a whole.

Photometric Laboratory

The Photometric Section of the Laboratories is organized and equipped for the purpose of making tests on all kinds of apparatus, the purpose of which is the production, distribution and utilization of electric light. These tests involve the efficiency and life-performance of lamps, the adaptation of lamps to special purposes and the study of the characteristics or reflection and transmission of the various media of which lighting auxiliaries are made.

Due to the close connection between lighting and commercial activities we have found our work to follow, more or less, the fluctuations of business con-

ditions. The volume of work handled by this section during the past year has been less than for several previous years.

Tests were made on lamps from several of the lamp companies in Canada, for the purpose of selecting a make of high quality upon which the Commission could standardize for the lamp requirements of the "Hydro" municipalities. In connection with this matter visits were made to the factories involved to study the manufacturing facilities of the different companies.

A study of the economics of lamp operation under present conditions was made. Calculations of the cost of lighting for different rates of power and prices of lamps indicated that although the solution of the problem of the most economical efficiency is too complicated for general application throughout the province, a satisfactory compromise can be made; the adoption of efficiencies to produce an average life of 1,500 hours was decided upon as the most suitable for general use on Hydro systems.

Tests were made by several observers at the Laboratory to determine whether or not the slight decrease in candle power due to the adoption of 1,500 hours as the standard life in preference to 1,000 hours could be detected. Under conditions purposely arranged to favor the comparison it was found that the smallest differences in candle-power that could be detected by visual observation were considerably larger than the differences in candle power between lamps of 1,000-hour and 1,500-hour efficiencies. From the data obtained by these studies a new set of specifications for the purchase of vacuum and gas-filled multiple lamps was drafted and approved. A revision of the specifications for series lamps was also made.

The design of the lighting equipment for the Queenston generating station was assigned to this department. In order to obtain data for the desired lighting schemes it was necessary to make a number of special tests of glass and reflectors. Several types of glasses were tested to determine their percentage of transmission (of the incident light).

The testing of automobile headlight devices for the Department of Highways was commenced in the year 1920 and has now been reduced to a routine basis.

A number of tests of the distribution of light from industrial and commercial lighting units was made.

A considerable number of lamp tests was made for outside parties.

The tests which a photometric laboratory is called upon to make are varied in character and from time to time our equipment has been modified to meet new demands upon it.

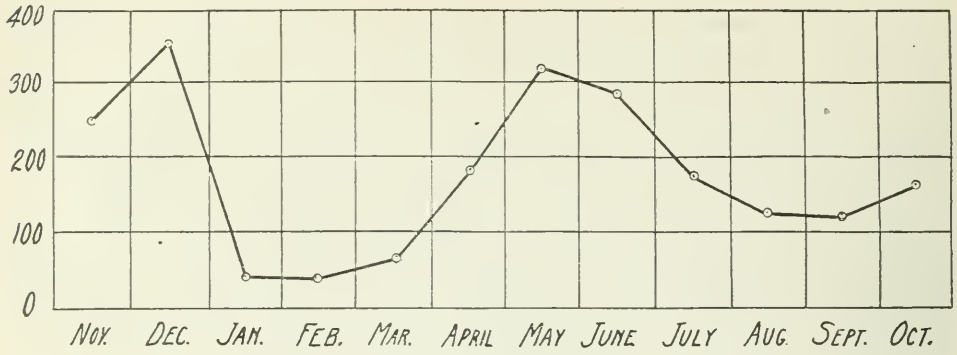
Structural Materials Laboratory

The activities of the Structural Materials Laboratory may be classified into three divisions, cement testing, concrete testing and the testing of miscellaneous structural materials. To this might be added co-operative activities in conjunction with national organizations, such as the Canadian Engineering Standards Association, in carrying out technical investigations and in the preparation of specifications.

Cement Testing

Because of the quantity of concrete work which has been carried out at the Queenston-Chippawa Power Development, the volume of cement testing during the past year has been very great. In this time 2,143 tests were completed besides the many check tests and special tests of various kinds incidental to this work. The accompanying diagram shows the way in which this work was distributed over the year.

To handle this volume of work it was necessary to enlarge the space devoted to cement testing and to increase the equipment. Special labor-saving

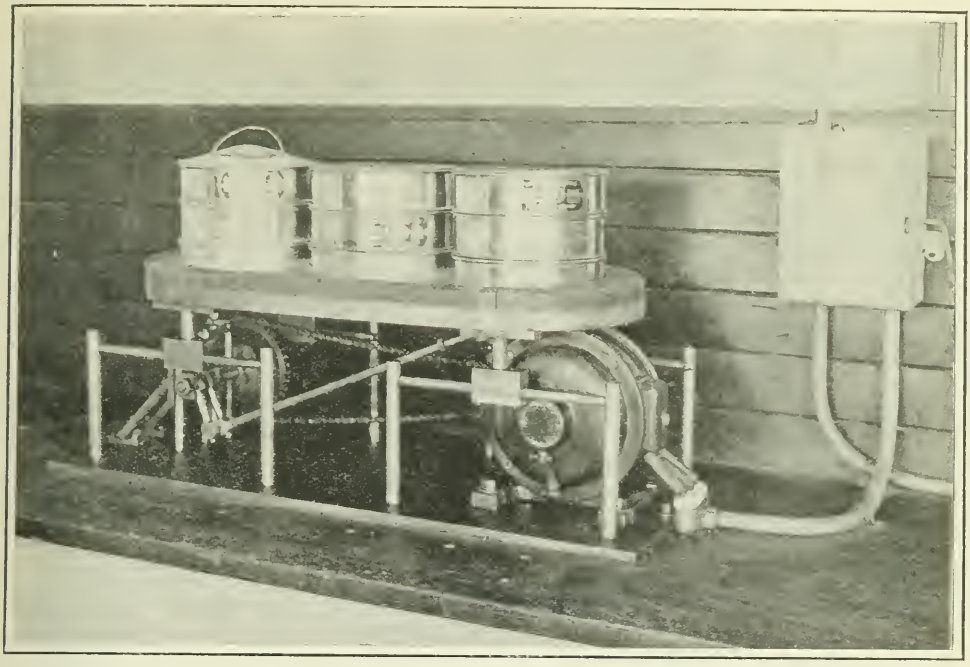


Tests Performed in Cement Laboratory.

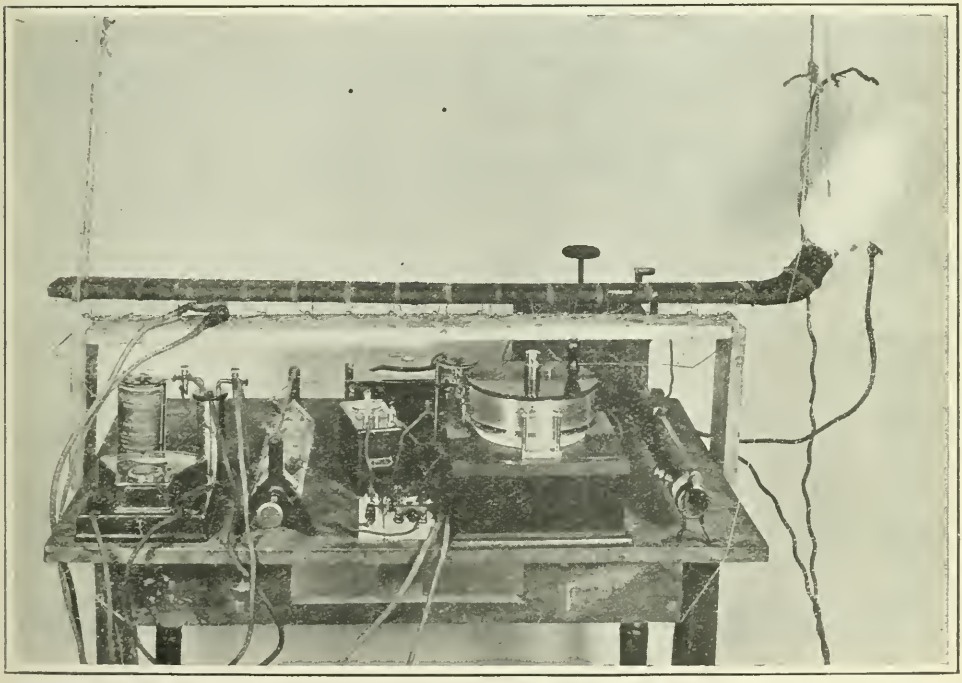
devices were installed. Fineness tests, which were formerly done by hand, are now carried out mechanically by the machine shown in the illustration. This apparatus enables one operator to complete eight tests in the time in which formerly he could do only one, and it is so designed that it can be used for many other kinds of testing where reciprocating motion is required. The cleaning of molds and glassware is one of the most disagreeable and laborious jobs around a cement laboratory. A machine for doing this has been installed which has greatly simplified and expedited this work.

Not only was new equipment added, but the cement laboratory was entirely rearranged and the work separated from the sand testing which formerly had been carried out in conjunction with it. Additional molds and storage space were provided to enlarge the capacity of the laboratory to 150 tests per week. This capacity was never reached during the year due to the change in the date of completion of the Queenston-Chippawa Development and to the fact that the total number of tests was greatly reduced, as is explained later. The greatest number of tests handled in any one week was 125 and the greatest number in any one day was 30. Arrangements were made with the express companies for special service in the delivery of cement samples from the different mills. Each train carrying samples was met by a truck, and operators were kept on duty both Sundays and holidays, with the result that practically all cement tests were completed on the 8th day after shipment was made from the cement mill, a very creditable record.

A large part of the cement used by the Commission this past summer was tested and accepted before shipment. This was made possible by having special bins reserved at the different mills for the exclusive use of the Commission. These bins were filled under the supervision of a representative of the Commission who took periodic samples of the cement as delivered to the bin; these samples were sent to Toronto and tested. If the test showed the cement to be of satisfactory quality it was accepted for use and was then loaded and shipped as required, under the supervision of the mill representative of the Commission. This method prevented shipment of any unsatisfactory cement with its resulting inconvenience and expense, permitted the use of satisfactory cement immediately upon its receipt at the job, and eliminated demurrage, rehandling and storage charges. It also resulted in a considerable decrease in the cost of testing and inspection, several hundred fewer tests being required than would have been necessary if tests had been made on each individual shipment.



Machine for Testing Fineness of Cement



Apparatus for Measuring Thermal Conductivity of Insulation of a Section of Armature Coil. Heat is supplied at one end of the coil and as heat is carried away through the insulation as well as lengthwise of the conductor the temperature at the inner and outer surfaces of the insulation give an accurate means of determining the relative values between the insulation and copper as to thermal conductivity. These temperatures are measured by properly placed resistance coils

Concrete Testing and Research

Several major investigations have been in progress during the year. The studies on the different methods of proportioning concrete mixtures carried out in co-operation with the American Society for Testing Materials has been completed, and the use of certain admixtures for accelerating the early hardening of concrete has been studied. It has been found possible, by the addition of small percentages of calcium chloride, to increase the early strengths of concrete to such an extent that forms could be removed at least 24 hours sooner than would otherwise have been possible. The facts thus brought out have been applied on the Queenston-Chippawa Development and enabled maximum production to be obtained from the canal lining-plants during the fall and winter months when the cooler weather would otherwise have made it impossible to pour concrete continuously.

Another interesting series of tests has just been completed upon a number of proprietary materials used to harden concrete floors. Concrete blocks were treated with the different compounds and given a wearing test. The results of these tests showed a considerable difference in the effectiveness of the different materials. An interesting outcome of these tests was the fact that one of the most successful hardening materials was one made up in our own chemical laboratory.

Inspection of Engineering Materials

Over 11,000 tons of structural steel have been inspected by this section during the past year. The accompanying diagram shows how this work has been distributed. Resident inspectors have been stationed at the principal structural shops and others have been located here and there as work required. The particular items which make up this tonnage are:

Queenston-Chippawa Development:

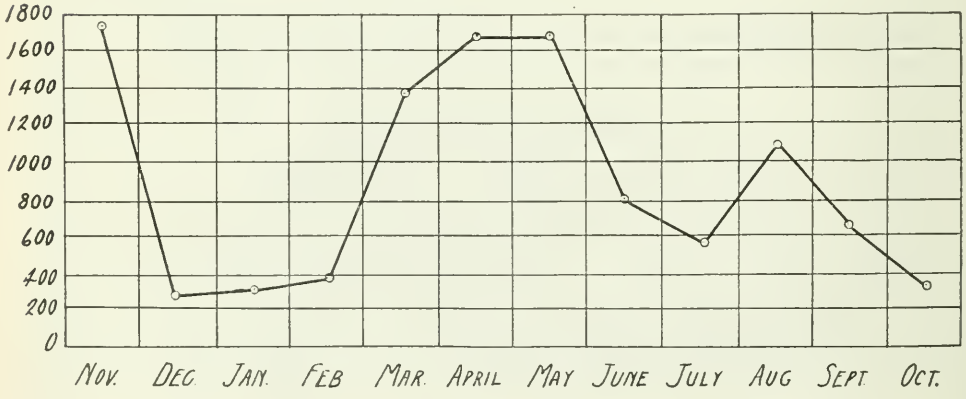
Power house, screen-house superstructure, screen house gates and racks, penstocks, administration building, canal lining forms, control gate.

Ramney Falls Development:

Power house, gates and cranes, reinforcing steel.

9,000 ft. cast-iron pipe.

260 transmission towers.



TONNAGE OF FABRICATED STEEL
INSPECTED BY INSPECTION DEPT.

Besides these items there have been many small jobs handled such as pipe, rails, transformer tanks, steel and iron shafts, hydrants and special steel work of intricate design.

Chemical Laboratory

The chemical laboratory is equipped to make all classes of chemical analyses, both organic and inorganic. It is particularly well equipped for the physical and chemical examination of oils, both lubricating and insulating. Particulars of this equipment have been given in past reports.

An interesting series of tests on concrete paints has been completed during the year. Samples were submitted by most of the principal manufacturers of this class of paint. Exposure panels of concrete were prepared and painted with these samples and were then placed on the roof of the Laboratory. They were examined periodically. It was found that very few of these paints were giving satisfactory protection at the end of the first six months. Those which were satisfactory at the end of six months are still satisfactory after a year and a half. A similar series of tests is now under way for paints on sructural steel and a series has just been started on paints for metallic surfaces which have been galvanized.

Besides the usual routine work of the Chemical Laboratory studies have been made during the year upon the fixation of nitrogen, the operation of certain gas plants, the sludging of insulating oils and the emulsification of lubricating oils.

Photographic Laboratory

The work in this Laboratory has increased in volume during the past year. This is largely due to the Queenston-Chippawa Power Development, which necessitated a very large amount of photographic work. The Nipigon Development was also visited by the Official Photographer during the year, and a large number of photographs was taken. The routine work of the Laboratory has also increased, it having included the copying of drawings, maps, etc., and the making of lantern slides, in addition to the developing and printing work sent in by members of the staff from the field.

The blue-printing section has been kept busy and has been able to take care of approximately 25 per cent of the Commission's blue-printing business.

SECTION VIII.

MUNICIPAL ACCOUNTS

The Municipal Accounts section of this report presents the results of the operation of the various Hydro systems from a municipal standpoint collectively and individually. Statements prepared from figures extracted from the books of all Hydro municipalities are submitted herein to show how each has operated during the past two years; also the financial status at the present time; as well as much useful statistical information, all so arranged as to permit of comparisons being made between various systems and between different municipalities in each system.

The books of account in all municipalities which have contracted with the Hydro-Electric Power Commission of Ontario for a supply of power are kept in accordance with the provisions set forth in the publication "Uniform Accounting for Municipal Electric Utilities," issued by the Commission. The Commission, by a system of periodical inspections and reports, keeps in close touch with the operating conditions of each local system.

During the year 1921, the Uniform Accounting system was installed in the following municipalities as each became ready for the service: Alexandria, Apple Hill, Havelock, Kincardine, Lanark, Lancaster, Lucknow, Marmora, Martintown, Maxville, Norwood, Port Dover, Priceville, Queenston, Ripley, Teeswater, Thorold, Wardsville and Wingham.

Periodical inspections were made of the books of all Hydro municipalities, and local officials have been assisted in the improvement of their office routine with a view to standardizing, as far as possible, the methods employed. In the majority of the smaller municipalities, much of the bookkeeping is performed by representatives of the Municipal Audit Department, in order to insure the employment of proper classifications of Revenue and Expenditures and to save time in preparation of reports. The books of all municipal systems were closed at the end of the year by this department, in order to insure compliance with all the requirements of the Standard Accounting system, and to make certain that the accounts represent as truly as possible the actual operating results for the year.

The first financial statement in this preface presents consolidated operating reports for each year since Hydro was inaugurated and combines the results of all the systems. Study of this report will show that the revenue has been increasing to a most satisfactory degree. The annual surpluses, after providing all possible cost of operation, including an adequate depreciation charge, have increased until, in 1921, the combined annual surpluses amounted to $619,726.45.

The second statement presents consolidated balance-sheets for each year since 1912, and also shows clearly the march of progress. It is worth noting that the total plant value has increased from $10,081,469.16 in 1913 to $31,656,854.60 in 1921; and the total assets from $11,907,826.86 to $40,111,979.23. The liabilities have not increased in the same proportion as the assets, rising from

$10,468,351.79 to $25,434,257.74. The reason for this is that much of the cost of the increasing plant value has been financed out of Surplus and Reserve accounts without increasing the liabilities of the various systems. By this procedure the funds of the systems are used to best advantage. Examination of the results will also show that there is a steady decline in the percentage of net debt to total assets; being from 88.0 per cent. in 1913 to 63.3 per cent. in 1921.

The seven statements, "A" to "G," following these two consolidated reports, show the results of operations and the financial status of each municipal system, and also give information respecting revenue, number of consumers and consumption; cost of power to municipalities; power and lighting rates charged to consumers, etc. Some of the figures are comparative for the past two years and others for all the years of operation. The figures are arranged in groups under each system and alphabetically for the municipalities in each system, except in the smaller statements, "D" to "G," in which all "Hydro" municipalities are arranged alphabetically.

"**Statement A**" shows comparative balance-sheets for each municipality for the past two years, with the plant value sub-divided into the general natural sub-divisions specified in the standard accounting system and there are also shown the other items which make up the total assets. It is to be noted that among the assets there are items entitled "Equity in Hydro System." These items represent the amount of accumulated Sinking Fund paid by the various municipalities through the medium of "Power Cost" toward the ultimate retirement of the Hydro-Electric Power Commission's construction debt. The total accumulation to the end of 1921 is shown on the Consolidated Balance-sheet to be $755,846.16.

There are also items entitled "Equity in Rural Lines." These items represent the Sinking Fund accumulated on lines serving rural customers, which were built by the Commission but are operated by municipalities and the Commission makes Interest and Sinking Fund charges on the Capital expended. The total accumulation to the end of 1921 is $39,724.35. This is less than in 1920, due to the fact that some municipalities have taken over, as part of their local systems, the primary lines previously carried upon the books of the Commission.

In each case the balance-sheet is complete and final, including either in "Accounts Receivable" or "Accounts Payable" the adjustments with this Commission of the differences between the estimated and the actual costs of power.

The actual liabilities of each local system are set out under their general sub-divisions,—Debenture Balance, Accounts Payable, Bank Overdraft, and other Liabilities. This last account, however, includes local debentures issued by municipalities in order to finance ornamental street light systems as local improvements, and, strictly speaking, such outlay is not a liability of the local Hydro systems. However, inasmuch as the corresponding asset is included in the plant value, it seemed most logical to show the cost, as here presented.

The Reserves for Depreciation, and the acquired equity in the Hydro-Electric Power Commission system, are also listed separately and totalled; and under the heading "Surplus" is included not only the free operating profit but the accumulation of Sinking Fund applicable to debenture debt and also the amount of debentures already retired out of revenue which properly belong under this heading.

The percentage of net debt to total assets is also shown; the figures show, as noted above, a consistent decrease year by year from 88.0 per cent. in 1913 to 63.3 per cent. in 1921.

The Depreciation Reserve now amounts to 20.8 per cent. of the total depreciable plant, while the Depreciation Reserve and Surplus combined have already reached a sum approximating 43.7 per cent. of the total plant cost.

In many municipalities the liquid assets alone,—comprising Cash, Victory Bonds, Accounts Receivable and Inventories—now exceed the actual liabilities, including the balance of the debenture debt.

The following table shows a number of Hydro Municipalities where this condition maintains, or where doubtless it will soon be attained:—

	Liabilities	Liquid Assets
Acton	$6,109.21	$6,207.79
Baden	4,053.42	5,784.82
Beachville	5,249.60	11,528.70
Brampton	52,006.75	35,711.42
Barrie	38,154.54	55,697.72
Georgetown	17,496.12	19,029.91
Ingersoll	95,791.18	66,560.99
Milton	14,085.41	16,364.56
Mitchell	7,183.45	7,509.77
St. Thomas	111,453.40	85,576.91
St. George	5,386.90	5,732.40
Tavistock	5,500.97	11,842.66
Waterdown	5,192.92	7,001.95
Waterford	1,746.46	3,379.63

"**Statement B**" is a consolidated condensed operating report, showing the essential figures of each municipal system's operation in such a manner as to facilitate a ready comparison of the various results. The population served by each system, as well as the number of customers and the load taken in December, 1921, are also shown in order to give an idea of the relative sizes of the respective utilities.

"**Statement C**" shows comparative detailed operating reports for each utility for 1920 and 1921 where the operation has been for two years and for 1921 only where the service was inaugurated during that year. The cost of power includes the adjustment made by this Commission and hence covers the actual cost and not the cost at the interim billed rates.

Of the 205 municipalities included in this report, a total of 32 failed to meet their actual cost of operation without regard to depreciaton, and of these, eleven were new units on the Eugenia and St. Lawrence Systems operating for less than a year. A total of 51, including the above, failed to provide full theoretical depreciation in addition to all operating and maintenance expenses. In most cases, these exceptions are very small municipalities, and their relative unimportance is clearly disclosed by the totals. These 51 municipalities indicate a total theoretical loss of $86,069.17, while the remaining 154 municipalities piled up a surplus of $705,795.52, thus leaving a net surplus from all Hydro municipalities of $619,726.45.

"**Statement D,**" in many respects, is the most interesting report in the series. It gives more information respecting the actual results of operation from the viewpoint of the consumer than is obtainable from the published reports of any other system of electric utilities regardless of where operated or whether publicly or privately owned.

This "Statement D" shows the revenue, kilowatt-hour consumption, number of consumers, average monthly consumption, average monthly bill and the

net average cost per kilowatt-hour both for domestic and for commercial service in each municipality since "Hydro" was first installed. For comparative purposes the rates in effect prior to the installation of "Hydro" are also indicated. The average flat-rate cost of horsepower as billed to power customers since 1917 is also shown.

In many municipalities the average monthly bill has increased during the past two years. This is due to the institution of the minimum-bill system which increased the average cost per kilowatt-hour where the consumption did not increase so as to take up to the minimum. In practically all municipalities the cost per kilowatt-hour has been steadily declining, due to the constantly increasing use of electrical appliances and the consequently large number of kilowatt-hours consumed at the lower rate.

"**Statement E**" shows the installation of street lights in each municipality together with the rates set by this Commission, the revenue for 1921 and the cost per capita in each municipality.

"**Statement F**" and "**Statement G**" present the local rates in use by each utility and also those charged by the Commission on the interim power bills.

A study of these various reports will clearly show that Hydro business in general and that of Hydro municipalities in particular are in a most satisfactory financial condition. There is no unfavorable criticism of the working out of the economic policies of the Hydro-Electric Commission of Ontario which cannot intelligently and satisfactorily be met by direct appeal to the official figures in the balance-sheets and operating reports herein presented.

CONSOLIDATED

YEAR	1912	1913	1914
Number of Municipalities included	28	45	69
EARNINGS	$ c.	$ c.	$ c.
Domestic Light		572,154.38	789,130.81
Commercial Light		525,438.16	673,803.92
Commercial Power		905,378.17	1,214,829.31
Municipal Power			
Street Light		560,925.56	698,409.71
Rural			
Miscellaneous		53,543.24	57,482.41
Total Earnings	1,617,674.00	2,617,439.51	3,433,656.16
EXPENSES			
Power Purchased		789,632.87	1,045,752.65
Sub-Station Operation		78,394.81	97,658.90
Sub-Station Maintenance		18,698.46	31,790.99
Distribution System Operation and Maintenance		104,114.51	130,998.65
Line Transformer Maintenance		8,547.61	11,764.32
Meter Maintenance		5,222.19	9,536.07
Consumers' Premises Expenses		53,108.38	65,192.23
Street Light Operation and Maintenance		84,903.76	113,047.80
Promotion of Business		72,303.51	86,683.02
Billing and Collecting		77,351.76	103,560.71
General Office Salaries and Expenses		154,932.69	230,899.75
Undistributed Expense		65,423.64	89,350.91
Rural Operation			
Interest		528,549.21	662,092.34
Sinking Fund and Principal Paym'ts on Debentures		*	*
Total Expenses	1,377,168.00	2,041,183.40	2,678,328.34
Surplus	240,506.00	576,256.11	755,327.82
Depreciation Charge	124,992.47	262,675.24	357,883.31
Surplus Less Depreciation	115,513.53	313,580.87	397,444.51

* Includes Interest and Debenture Payments.

OPERATING REPORT

1915	1916	1917	1918	1919	1920	1921
99	128	143	166	181	186	215
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
944,271.08	1,172,878.96	1,417,460.31	1,632,272.12	1,991,632.31	2,546,345.30	3,149,080.03
720,209.26	812,130.78	899,023.72	968,399.42	1,175,143.56	1,512,854.63	1,851,501.76
1,501,797.78	1,921,152.31	2,665,280.65	3,417,248.37	3,443,107.13	3,752,188.22	3,895,437.46
.....	.....	.....	.....	.....	532,279.09	654,531.01
835,970.87	930,057.48	967,495.10	902,875.55	988,900.95	1,005,535.11	1,060,357.77
.....	.....	.....	.....	.....	168,919.95	145,566.57
68,046.29	147,381.50	120,805.39	161,243.70	228,270.65	189,778.63	225,467.70
4,070,295.28	4,983,601.03	6,070,065.17	7,082,039.16	7,827,054.60	9,707,900.93	10,981,942.30
1,485,614.72	1,959,446.83	2,563,880.17	2,807,769.33	3,284,490.68	4,216,667.87	4,876,650.31
107,607.31	153,761.08	203,091.20	238,257.34	217,638.89	285,407.35	314,838.35
25,935.56	46,131.53	42,129.04	60,805.92	81,853.63	102,050.81	104,798.01
154,409.71	154,247.17	169,326.24	223,347.81	286,310.76	344,551.57	479,405.38
11,508.92	14,528.17	25,328.95	30,488.83	42,509.12	46,323.09	65,088.46
12,899.14	24,218.48	44,461.55	63,155.56	78,726.64	123,701.18	116,722.97
47,494.26	52,602.01	61,765.14	65,149.59	84,301.24	116,283.52	134,854.92
136,983.38	145,471.50	157,857.73	196,157.18	215,963.86	236,930.79	297,481.52
74,402.55	79,324.85	73,516.37	64,962.78	77,789.22	78,294.85	101,804.46
131,541.27	154,508.58	188,083.84	208,660.76	236,504.75	295,942.88	321,685.71
236,777.86	306,709.35	349,932.05	421,680.15	452,131.22	559,695.29	656,268.11
129,209.15	97,333.97	102,938.80	117,474.07	190,690.09	256,400.33	308,874.42
.....	.....	.....	.....	.....	.....	8,512.95
817,978.89	951,781.99	1,085,180.80	1,238,425.53	1,285,571.51	1,431,807.16	998,611.47
*	*	*	*	*	*	532,183.96
3,371,414.00	4,140,065.51	5,077,491.08	5,736,334.85	6,531,481.61	8,094,056.69	9,317,781.00
698,881.28	843,535.52	992,574.09	1,345,704.31	1,295,572.99	1,613,844.24	1,664,161.30
414,506.99	486,141.80	607,296.29	718,162.30	814,219.37	902,028.75	1,044,434.85
284,374.29	357,393.72	385,367.80	627,542.01	481,353.62	711,815.49	619,726.45

CONSOLIDATED

	1913	1914	1915
Number of Municipalities included	45	69	99
ASSETS	$ c.	$ c.	$ c.
Lands and Buildings	626,707.34	791,732.20	873,838.18
Sub-Station Equipment	1,090,875.69	1,476,087.84	1,582,062.56
Distribution System—Overhead	2,690,834.74	3,422,763.93	4,234,626.05
Distribution System—Underground	644,514.24	807,153.53	928,420.77
Line Transformers	615,546.20	787,613.52	981,754.70
Meters	840,606.64	1,172,475.11	1,418,165.08
Street Light Equipment—Regular	900,614.80	1,071,255.37	1,309,628.49
Street Light Equipment—Ornamental	62,765.34	270,386.55	197,644.82
Miscellaneous Construction Expenses	866,551.89	2,062,035.90	1,701,182.66
Steam or Hydraulic Plant	1,401,175.28	420,108.33	461,651.60
Old Plant	341,277.00	619,513.12	1,184,372.86
Total Plant	10,081,469.16	12,901,125.40	14,873,347.77
Bank and Cash Balance	450,887.97	422,350.12	284,653.96
Securities and Investments	.....	.....	.....
Accounts Receivable	344,487.95	561,873.08	602,920.69
Inventories	540,274.58	615,226.76	726,556.76
Sinking Fund on Local Debentures	431,747.27	625,217.03	868,983.78
Equity in Hydro System	.....	.....	.....
Equity in Rural Lines	.....	.....	.....
Other Assets	58,959.93	123,410.97	326,801.11
Total Assets	11,907,826.86	15,249,203.36	17,683,264.07
LIABILITIES			
Debenture Balance	8,711,308.37	10,678,078.36	11,831,811.03
Accounts Payable	1,553,711.45	1,682,150.29	2,040,038.01
Bank Overdraft	160,919.16	228,622.50	292,106.44
Other Liabilities	42,412.81	113,838.66	37,388.31
Total Liabilities	10,468,351.79	12,702,689.81	14,201,343.79
RESERVES			
Reserve for Depreciation	478,145.88	850,618.07	1,337,739.73
Reserve for Equity in H.E.P.C. System	.....	.....	.....
Res. for Equity in H.E.P.C. Sys.—Rural	.....	.....	.....
Total Reserves	478,145.88	850,618.07	1,337,739.73
SURPLUS			
Debentures Paid	202,751.26	320,129.10	394,466.22
Local Sinking Fund	431,747.27	625,217.03	868,983.78
Additional Operating Surplus	326,830.66	750,549.35	880,730.55
Total Surplus	961,329.19	1,695,895.48	2,144,180.55
Total Liabilities, Reserves and Surplus	11,907,826.86	15,249,203.36	17,683,264.07
Percentage of Net Debt to Total Assets	88.0%	83.3%	80.3%

BALANCE SHEET

1916	1917	1918	1919	1920	1921
128	143	166	191	195	215
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,335,936.33	1,546,241.41	1,859,888.69	1,995,545.83	2,175,568.24	3,230,985.63
1,934,626.12	2,471,293.82	2,820,448.70	2,915,125.56	3,231,050.80	5,403,689.90
4,832,353.27	6,080,073.42	6,627,237.39	7,445,820.31	8,579,881.49	8,397,361.48
1,095,709.62	1,157,059.90	1,216,288.59	1,206,296.88	1,313,369.29	1,401,135.97
1,179,132.07	1,483,839.44	1,772,691.35	2,073,113.45	2,560,581.59	3,077,649.83
1,711,299.49	1,999,095.48	2,238,143.70	2,587,566.32	3,053,135.20	3,552,076.79
1,251,057.13	1,237,734.69	1,200,625.65	1,206,638.71	1,269,006.98	1,335,997.13
306,388.95	361,975.74	531,502.61	546,497.68	557,678.13	610,586.70
2,059,263.42	2,184,015.84	2,395,096.50	2,530,101.08	2,697,636.12	3,030,134.16
864,500.01	896,753.20	214,575.75	986,200.57	757,194.47	704,848.46
759,748.66	649,852.51	1,476,413.00	805,959.89	864,298.39	912,388.55
17,330,015.07	20,077,935.45	22,352,951.93	24,298,866.28	27,059,400.70	31,656,854.60
1,061,029.90	340,026.50	391,194.91	462,437.23	943,858.12	900,842.34
.....	.....	.....	627,076.53	341,855.88	556,608.53
695,152.23	1,285,097.33	1,124,018.44	1,921,166.69	2,022,538.88	2,148,287.05
764,504.59	1,261,398.36	972,996.96	1,032,569.75	1,400,671.89	1,504,596.28
1,166,017.73	1,337,578.96	1,663,298.05	1,925,455.77	2,244,004.34	2,541,718.35
.....	.....	.....	344,410.94	531,299.63	755,846.16
.....	.....	.....	24,660.95	46,284.43	39,724.35
342,215.87	125,240.05	444,787.63	86,216.05	25,447.07	78,929.84
21,358,935.39	24,427,276.65	26,949,247.92	30,722,860.19	34,615,360.94	40,111,979.23
15,058,641.57	15,593,773.61	17,209,217.70	18,133,462.44	19,268,072.04	21,619,220.99
969,187.75	1,537,669.11	1,007,727.79	1,420,926.66	1,840,137.54	1,887,567.93
178,413.26	886,177.94	576,816.49	403,235.57	514,671.99	989,099.98
491,874.90	429,104.20	350,013.21	670,271.90	642,293.65	938,368.84
16,698,117.48	18,446,724.86	19,143,775.19	20,627,896.57	22,265,175.22	25,434,257.74
1,843,804.68	2,463,723.83	3,133,550.17	3,750,162.28	4,788,645.03	5,491,858.93
.....	.....	.....	344,410.94	531,299.63	759,415.73
.....	.....	.....	29,460.95	46,284.43	40,833.32
1,843,804.68	2,463,723.83	3,133,550.17	4,124,034.17	5,366,229.09	6,292,107.98
549,778.59	694,797.90	920,076.56	1,328,657.68	1,440,157.52	1,860,079.53
1,165,785.94	1,340,615.38	1,662,602.69	1,754,020.37	2,246,474.47	2,541,718.35
1,101,448.70	1,481,414.68	2,089,243.31	2,888,251.40	3,297,325.64	3,983,815.63
2,817,013.23	3,516,827.96	4,671,922.56	5,970,929.45	6,983,956.63	8,385,613.51
21,358,935.39	24,427,276.65	26,949,247.92	30,722,860.19	34,615,360.94	40,111,979.23
78.4%	75.5%	71.0%	67.9%	65.3%	63.3%

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM

Municipality	Acton		Ailsa Craig		Ancaster
Population	1,594		535		
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	1,500.00	1,500.00	.....	.....	.....
Sub-Station Equipment	597.62	597.62	.....	.....	.....
Distribution System, Overhead	9,386.96	9,917.78	6,352.68	6,559.22	13,181.18
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	3,176.03	3,648.03	2,020.97	2,020.97	2,809.16
Meters	3,503.39	4,113.28	1,317.69	1,688.01	4,030.16
Street Light Equipment, Regular	956.08	1,041.02	362.97	362.97	455.25
Street Light Equip., Ornamental	.....	.....	.....	.....	.....
Miscellaneous Construction Exp.	1,804.29	1,512.29	492.36	492.36	1,147.70
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	3,481.50	3,481.50	.....	.....	.....
Total Plant	24,405.87	25,811.52	10,546.67	11,123.53	21,623.45
Bank and Cash Balance	562.13	1,234.84	.....	1,326.40	.....
Securities and Investments	1,000.00	3,000.00	1,000.00	2,000.00	.....
Accounts Receivable	3,176.71	1,017.85	.....	622.18	417.84
Inventories	1,561.48	955.10	.....	.....	.....
Sinking Fund on Local Debentures	.....	.....	.....	.....	.....
Equity in Hydro System	1,354.12	1,822.04	.....	322.53	.....
Equity in Rural Lines	.....	.....	.....	.....	727.48
Other Assets	.....	.....	.....	.....	.....
Total Assets	32,060.31	33,841.35	14,091.60	15,394.64	22,768.77
Deficit	.....	.....	.....	.....	.....
Total	32,060.31	33,841.35	14,091.60	15,394.64	22,768.77
LIABILITIES					
Debenture Balance	6,407.01	6,027.21	6,606.60	6,458.14	16,784.97
Accounts Payable	488.00	82.00	414.59	331.45	107.15
Bank Overdraft	.....	.....	700.75	.....	1,004.97
Other Liabilities	.....	.....	.....	.....	.....
Total Liabilities	6,895.01	6,109.21	7,721.94	6,789.59	17,897.09
RESERVES					
Reserve for Depreciation	4,591.00	5,339.84	1,615.00	2,094.00	1,075.00
Reserve for Equity in H.E.P.C. Sys	1,354.12	1,822.04	.....	322.53	.....
Res. for Equity in H.E.P.C. (Rural)	.....	.....	.....	.....	727.48
Total Reserves	5,945.12	7,161.88	1,615.00	2,416.53	1,802.48
SURPLUS					
Debentures Paid	8,092.99	8,472.79	276.04	424.50	215.03
Local Sinking Fund	.....	.....	.....	.....	.....
Additional Operating Surplus	11,127.19	12,097.47	4,478.62	5,764.02	2,854.17
Total Surplus	19,220.18	20,570.26	4,754.66	6,188.52	3,069.20
Total Liabilities—Res. and Surplus	32,060.31	33,841.35	14,091.60	15,394.64	22,768.77
Percentage of Net Debt to Total Assets	22.4	18.0	54.8	44.1	78.6

"A"

of Hydro Municipalities as at December 31st, 1921

Township	Aylmer		Ayr		Baden	
	2,241		796		P.V.	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	125.00	125.00	660.64	660.64
14,679.75	14,441.06	15,080.80	6,455.72	6,533.25	4,492.15	4,495.58
3,630.52	3,750.91	3,976.48	1,428.39	1,428.39	1,755.52	1,815.52
5,388.68	5,231.60	5,720.13	1,475.62	1,585.59	1,194.21	1,290.53
626.81	1,124.55	1,124.55	360.27	260.27	370.02	370.02
1,147.70	1,051.86	1,051.86	785.49	785.49	.....	.....
.....	14,719.17	14,719.17	4,006.03	4,006.03	.....	.....
25,473.46	40,319.15	41,672.99	14,636.52	14,824.02	8,472.54	8,632.25
.....	4,493.81	2,286.73	201.62	160.88	3,722.13	2,888.77
.....	.....	6,000.00	1,000.00	1,000.00	.....	.....
346.69	367.37	301.42	1,124.46	1,486.21	2,645.26	2,818.80
.....	.....	19.40	4.36	100.11	37.73	77.25
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	202.38	458.30	1,458.83	1,945.89
849.44	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
26,669.59	45,180.33	50,280.54	17,169.34	18,029.52	16,336.49	16,362.96
.....	.....	.....	.....	.....	.....	.....
26,669.59	45,180.33	50,280.54	17,169.34	18,029.52	.....	16,362.96
16,557.04	32,522.32	31,848.92	8,834.33	8,118.50	4,170.17	4,053.42
85.00	1,017.18	136.72	1,132.89	.....	.....	.....
2,122.30	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
18,764.34	33,539.50	31,985.64	9,967.22	8,118.50	4,170.17	4,053.42
2,221.00	1,960.00	2,891.38	2,395.00	2,935.00	2,419.40	2,112.52
.....	.....	.....	202.38	458.30	1,458.83	1,945.89
849.44	.....	.....	.....	.....	.....	.....
3,070.44	1,960.00	2,891.38	2,597.38	3,393.30	3,878.23	4,058.41
442.96	6,179.60	6,853.00	3,669.05	4,384.88	829.83	946.58
4,391.85	3,501.23	8,550.52	935.69	2,132.84	7,458.26	7,304.55
4,834.81	9,680.83	15,403.52	4,604.74	6,517.72	8,288.09	8,251.13
26,669.59	45,180.33	50,280.54	17,169.34	18,029.52	16,336.49	16,362.96
70.3	74.2	63.4	58.7	45.0	28.0	24.8

STATEMENT
Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Barton Township		Beachville		Blenheim
Population			P.V.		1,528
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings			161.03	161.03	
Sub-Station Equipment					909.64
Distribution System, Overhead	24,032.91		6,852.22	7,061.22	12,413.21
Dist. System, Underground					
Line Transformers	1,399.47		1,714.74	1,714.74	3,339.59
Meters	6,913.95		1,329.97	1,559.10	3,869.01
Street Light Equipment, Regular	708.14		237.03	287.10	825.18
Street Light Equip., Ornamental					1,492.13
Miscellaneous Construction Exp.	276.22		533.36	533.36	602.17
Steam or Hydraulic Plant		37,984.07			
Old Plant					
Total Plant	33,330.69	37,984.07	10,828.35	11,316.55	23,450.93
Bank and Cash Balance	28,281.44	3,472.87	1,135.05	2,252.27	1,776.52
Securities and Investments		18,000.00	5,000.00	9,000.00	
Accounts Receivable	8,985.51	1,821.63	4,627.24	129.86	
Inventories			5.08	146.57	100.00
Sinking Fund on Local Debentures					
Equity in Hydro System			1,454.17	2,057.29	
Equity in Rural Lines					
Other Assets					
Total Assets	70,597.64	61,278.57	23,049.89	24,902.54	25,327.45
Deficit					
Total	70,597.64	61,278.57	23,049.89	24,902.54	25,327.45
LIABILITIES					
Debenture Balance	51,758.55	50,002.91	4,488.04	4,363.83	13,001.76
Accounts Payable	12,511.93	7,493.37		885.77	1,984.30
Bank Overdraft					
Other Liabilities					1,482.97
Total Liabilities	64,270.48	57,496.28	4,488.04	5,249.60	16,469.03
RESERVES					
Reserve for Depreciation	4,450.48		3,197.00	3,740.00	3,770.00
Reserve for Equity in H.E.P.C. Sys			1,454.17	2,057.29	
Res. for Equity in H.E.P.C.(Rural)					
Total Reserves	4,450.48		4,651.17	5,797.29	3,770.00
SURPLUS					
Debentures Paid	255.11	1,202.79	864.96	989.17	998.24
Local Sinking Fund					
Additional Operating Surplus	1,621.57	2,579.50	13,045.72	12,866.48	4,090.18
Total Surplus	1,876.68	3,782.29	13,910.68	13,855.65	5,088.42
Total Liabilities—Res. and Surplus	70,597.64	61,278.57	23,049.89	24,902.54	25,327.45
Percentage of Net Debt to Total Assets	91.3	93.8	20.7	21.0	65.0

"A"—Continued.

of Hydro Municipalities as at December 31st, 1921

Blenheim	Bolton		Bothwell		Brampton	
	656		630		4,406	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	3,854.06	3,854.06
909.64	.....	.....	.....	.....	8,968.83	8,968.83
13,916.57	9,230.49	9,357.30	3,430.37	3,497.71	36,128.13	37,141.76
.....	.....	.....	.....	.....	.....	.....
5,322.33	5,771.89	5,816.65	1,310.71	1,269.52	12,698.84	13,395.45
4,751.15	2,290.20	2,493.64	1,346.57	1,923.55	12,725.45	13,573.50
1,122.43	561.14	561.14	326.10	326.10	2,101.51	2,106.16
1,492.13	.....	.....	.....	.....	.....	.....
602.17	982.60	982.60	501.90	501.90	18,056.51	18,056.51
.....	.....	.....	.....	.....	.....	.....
.....	1,554.60	1,554.60	.....	.....	.....	.....
28,116.42	20,390.92	20,765.93	6,915.65	7,518.78	94,553.33	97,096.27
.....	.....	.....	.....	455.13	4,318.09	973.15
.....	.....	.....	2,000.00	2,000.00	8,239.59	33,276.00
513.20	204.13	233.50	1,243.03	753.93	17,916.71	1,152.97
217.84	.....	.....	.....	47.35	553.32	310.30
.....	.....	.....	.....	.....	.....	.....
677.84	.....	711.46	.....	628.86	4,792.85	6,425.03
.....	174.65	219.62	1,838.60	2,386.04	35.43	.....
.....	.....	.....	1,539.88	1,584.61	.....	.....
29,525.30	20,769.70	21,930.51	13,537.16	15,374.70	130,389.32	139,233.72
.....	1,566.90	2,369.47	.....	.....	.....	.....
29,525.30	22,336.60	24,299.98	13,537.16	15,374.70	130,389.32	139,233.72
12,764.78	11,254.87	10,962.24	4,643.48	4,558.84	52,650.46	50,251.94
.....	4,481.98	2,795.98	1,492.87	.....	.....	1,754.81
3,584.65	1,934.97	4,006.62	139.44	.....	.....	.....
1,482.97	.....	.....	1,538.08	1,584.61	.....	.....
17,832.40	17,671.82	17,764.84	7,813.87	6,143.45	52,650.46	52,006.75
4,867.00	3,245.00	4,066.30	2,122.00	2,160.34	26,670.97	30,826.97
677.84	.....	711.46	.....	628.86	4,792.85	6,425.03
.....	174.65	219.62	1,838.60	2,386.04	35.43	.....
5,544.84	3,419.65	4,997.38	3,960.60	5,175.24	31,499.25	37,252.00
1,235.22	1,245.13	1,537.76	890.71	975.35	16,400.18	18,798.70
.....	.....	.....	.....	.....	.....	.....
4,912.84	.....	.....	871.98	3,080.66	29,839.43	31,176.27
6,148.06	1,245.13	1,537.76	1,762.69	4,056.01	46,239.61	49,974.97
29,525.30	22,336.60	24,299.98	13,537.16	15,374.70	130,389.32	139,233.72
60 3	85.1	73.0	57.7	39.7	41.9	37.3

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Brantford		Brantford Township		Brigden
Population	32,786				P.V.
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	22,051.14	33,810.81	.....	.....	101.03
Sub-Station Equipment	48,859.71	93,903.12	902.33	902.33	.....
Distribution System, Overhead	142,939.38	156,667.59	29,261.65	30,147.88	5,696.70
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	48,879.04	63,445.60	7,268.81	8,031.08	1,122.63
Meters	56,311.33	69,334.32	4,732.27	6,083.50	1,220.11
Street Light Equipment, Regular	17,618.64	20,169.87	1,523.49	1,555.34	223.35
Street Light Equip., Ornamental	34,014.54	34,014.54	.....	.....	.....
Miscellaneous Construction Exp.	26,438.24	28,204.78	3,341.41	2,973.27	850.83
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	.....	.....	.....	.....	1,473.18
Total Plant	397,112.02	499,550.63	47,029.96	49,693.40	10,687.83
Bank and Cash Balance	2,286.08	3,359.24	10,558.85	3,014.86	24.49
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	10,126.89	6,870.38	1,341.56	1,552.25	185.00
Inventories	2,224.36	825.49	108.16	167.48	34.29
Sinking Fund on Local Debentures	51,557.00	60,840.28	164.64	360.36	.....
Equity in Hydro System	2,781.47	5,674.15	.....	.....	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....	.....
Total Assets	466,087.82	577,120.18	59,203.17	54,788.35	10,931.61
Deficit	.....	.....	1,458.78	1,313.00	.....
Total	466,087.82	577,120.18	60,661.95	56,101.35	10,931.61
LIABILITIES					
Debenture Balance	215,000.00	377,500.00	54,660.57	45,006.34	4,933.34
Accounts Payable	50,276.07	15,620.68	415.00	1,290.71	1,389.40
Bank Overdraft	.....	.....	.....	.....	384.17
Other Liabilities	37,500.00	2,333.00	.....	.....	.....
Total Liabilities	302,776.07	395,453.68	55,075.57	46,297.05	6,706.91
RESERVES					
Reserve for Depreciation	57,544.00	68,152.90	3,433.00	5,243.96	591.00
Reserve for Equity in H.E.P.C. Sys	2,781.47	5,674.15	.....	.....	.....
Res. for Equity in H.E.P.C. (Rural)	.....	.....	.....	.....	.....
Total Reserves	60,325.47	73,827.05	3,433.00	5,243.96	591.00
SURPLUS					
Debentures Paid	.....	.....	1,988.74	4,199.98	3,066.66
Local Sinking Fund	51,557.00	60,840.28	164.64	360.36	.....
Additional Operating Surplus	51,429.28	46,999.17	.....	.....	567.04
Total Surplus	102,986.28	107,839.45	2,153.38	4,560.34	3,633.70
Total Liabilities—Res. and Surplus	466,087.82	577,120.18	60,661.95	56,101.35	10,931.61
Percentage of Net Debt to Total Assets	65.3	68.5	93.0	82.5	61.3

"A"—Continued
of Hydro Municipalities as at December 31st, 1921

Brigden	Burford		Burgessville		Caledonia	
	P.V.		P.V.		1,308	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
101.03	202.00	202.00				
5,400.55	4,228.27	4,921.25	2,180.68	2,179.73	6,564.88	7,125.68
1,122.63	1,137.08	1,137.08	567.81	567.81	713.00	1,304.57
1,360.69	1,403.35	1,710.03	502.29	569.66	1,426.81	1,783.48
223.35	219.40	282.02	122.82	156.07	605.89	605.89
850.83	671.00	671.00	453.00	453.00	473.20	473.20
1,381.00						
10,440.08	7,681.10	8,923.38	3,826.60	3,926.27	9,783.78	11,292.82
1,347.58	663.60	70.39	138.61	417.98	786.37	1,337.27
791.11		220.00	813.27	865.60	1,347.86	
34.29	2.41	29.77			1.00	
		283.82			338.77	569.67
			42.87	32.52		
12,613.06	8,527.11	9,527.36	4,821.35	5,242.37	12,257.78	13,199.76
	931.93	276.17				
12,613.06	9,459.04	9,803.53	4,821.35	5,242.37	12,257.78	13,199.76
4,339.33	3,971.47	3,768.83	2,963.34	2,835.67	4,036.14	3,916.58
2,552.56	3,188.42	2,897.29	59.79			35.88
	2.62	4.42				
6,891.89	7,162.51	6,670.54	3,023.13	2,835.67	4,036.14	3,952.46
982.00	1,268.00	1,618.00	619.00	801.00	2,179.76	2,666.76
		283.82			338.77	569.67
982.00	1,268.00	1,901.82	619.00	801.00	2,518.53	3,236.43
3,660.67	1,028.53	1,231.17	536.66	664.33	587.86	707.42
1,078.50			642.56	941.37	5,115.25	5,303.45
4,739.17	1,028.53	1,231.17	1,179.22	1,605.70	5,703.11	6,010.87
12,613.06	9,459.04	9,803.53	4,821.35	5,242.37	12,257.78	13,199.76
54.0	84.0	68.0	7 25	54.0	62.7	29.9

STATEMENT
Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Chatham		Chippawa		Clinton
Population	15,525		1,099		1,838
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	38,519.66	39,013.28			
Sub-Station Equipment	35,971.55	46,123.86			7,738.47
Distribution System, Overhead	74,545.75	95,734.86	10,000.92	11,755.22	13,544.15
Dist. System, Underground					
Line Transformers	38,041.01	49,826.94	1,357.92	1,819.08	3,503.27
Meters	41,773.47	50,361.08	962.80	1,671.65	4,222.71
Street Light Equipment, Regular	7,810.38	7,853.65	509.78	509.78	826.98
Street Light Equip., Ornamental	26,907.19	26,907.19			
Miscellaneous Construction Exp.	22,288.73	23,420.52	515.76	794.52	3,310.45
Steam or Hydraulic Plant					
Old Plant	22,940.00	22,940.00			10,785.11
Total Plant	308,797.74	362,181.38	13,347.18	16,550.25	43,931.14
Bank and Cash Balance	50.00	50.00		86.86	1,959.69
Securities and Investments					
Accounts Receivable	32,375.60	47,286.72	730.39	821.19	
Inventories	55,249.77	28,140.01			3,124.50
Sinking Fund on Local Debentures					6,447.25
Equity in Hydro System		3,022.16			607.48
Equity in Rural Lines	83.94	103.46			
Other Assets	6,387.11				
Total Assets	402,944.16	440,783.73	14,077.57	17,458.30	56,070.06
Deficit					
Total	402,944.16	440,783.73	14,077.57	17,458.30	56,070.06
LIABILITIES					
Debenture Balance	301,701.50	296,854.25	10,191.44	12,917.12	40,500.00
Accounts Payable	17,477.73	22,377.56	2,626.90	1,571.29	376.92
Bank Overdraft	23,004.52	22,229.38	399.80		
Other Liabilities					
Total Liabilities	342,183.75	341,461.19	13,218.14	14,488.41	40,876.92
RESERVES					
Reserve for Depreciation	26,890.00	36,940.00	309.76	941.76	6,626.00
Reserve for Equity in H.E.P.C. Sys		3,022.16			607.48
Res. for Equity in H.E.P.C.(Rural)	83.94	103.46			
Total Reserves	26,973.94	40,065.62	309.76	941.76	7,233.48
SURPLUS					
Debentures Paid	13,274.40	18,121.65	158.56	432.88	
Local Sinking Fund					6,447.25
Additional Operating Surplus	20,512.07	41,135.27	391.11	1,595.25	1,512.41
Total Surplus	33,786.47	59,256.92	549.67	2,028.13	7,959.66
Total Liabilities—Res. and Surplus	402,944.16	440,783.73	14,077.57	17,458.30	56,070.06
Percentage of Net Debt to Total Assets	84.9	77.4	93.8	83.0	73 7

"A"—Continued
of Hydro Municipalities as at December 31st, 1921

Clinton	Comber P.V.		Dashwood P.V.		Delaware P.V.	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	.....	.....
7,738.47	.....	.....	.....	.....	.....	.....
14,364.10	4,353.62	4,398.98	1,828.02	1,828.02	2,155.85	2,177.09
.....	.....	.....	.....	.....	.....	.....
3,503.27	2,440.29	2,395.14	953.68	953.68	216.75	216.75
4,838.85	1,013.80	1,286.45	884.50	884.50	433.90	503.14
907.82	199.55	199.55	189.00	189.00	106.93	106.93
.....	.....	.....	.....	.....	.....	.....
3,312.45	957.54	957.54	291.87	291.87	203.81	203.81
.....	.....	.....	.....	.....	.....	.....
10,784.59	.....	.....	.....	.....	.....	.....
45,449.55	8,964.80	9,237.66	4,147.07	4,147.07	3,117.24	3,207.72
3,707.94	183.57	1,218.26	266.31	240.76	491.86	283.20
.....	.....	.....	.....	.....	.....	.....
578.81	332.22	19.25	423.58	25.24	1,254.33	1,505.60
2,554.72	.....	58.44	.....	.....	.....	.....
7,419.74	.....	.....	.....	.....	.....	.....
1,213.75	.....	368.01	.....	.....	.....	73.12
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
60,924.51	9,480.59	10,901.62	4,836.96	4,413.07	4,863.43	5,069.64
.....	3,208.09	1,640.41	.....	.....	66.90	.....
60,924.51	12,688.68	12,542.03	4,836.96	4,413.07	4,930.33	5,069.64
40,500.00	6,535.42	6,225.17	3,196.51	3,138.38	3,590.42	3,509.71
.....	3,937.68	3,055.02	.....	116.59	337.33	154.27
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
40,500.00	10,473.10	9,280.19	3,196.51	3,254.97	3,927.75	3,663.98
8,116.00	1,051.00	1,419.00	461.00	633.00	593.00	734.00
1,213.75	.....	368.01	.....	.....	.....	73.12
.....	.....	.....	.....	.....	.....	.....
9,329.75	1,051.00	1,787.01	461.00	633.00	593.00	807.12
.....	1,164.58	1,474.83	203.49	261.62	409.58	490.29
7,419.74	.....	.....	.....	.....	.....	.....
3,675.02	.....	.....	975.96	263.48	.....	108.25
11,094.76	1,164.58	1,474.83	1,179.45	525.10	409.58	598.54
60,924.51	12,688.68	12,542.03	4,836.96	4,413.07	4,930.33	5,069.64
66.4	82.5	73.9	66.1	73.7	80.7	72.2

STATEMENT
Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality / Population	Dereham Township		Dorchester P.V.		Drayton
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					
Sub-Station Equipment					
Distribution System, Overhead	8,974.86	9,500.75	3,027.41	3,356.54	5,639.12
Dist. System, Underground					
Line Transformers	11,317.74	11,317.74	1,519.89	1,964.01	1,480.35
Meters	3,012.84	3,012.84	1,159.13	1,357.42	1,772.23
Street Light Equipment, Regular			212.34	212.34	567.13
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	483.26	483.26	328.41	328.41	388.37
Steam or Hydraulic Plant					
Old Plant					
Total Plant	23,788.70	24,314.59	6,247.18	7,218.72	9,847.20
Bank and Cash Balance	2,684.40	627.03	18.86	321.72	1,609.50
Securities and Investments					
Accounts Receivable	90.13	300.00	1,444.54	973.81	
Inventories					43.95
Sinking Fund on Local Debentures					
Equity in Hydro System			67.33	151.24	
Equity in Rural Lines	1,509.96	2,096.72			
Other Assets					
Total Assets	28,073.19	27,338.34	7,777.91	8,665.49	11,500.65
Deficit	2,020.51	4,214.19			
Total	30,093.70	31,552.53	7,777.91	8,665.49	11,500.65
LIABILITIES					
Debenture Balance	20,703.38	20,703.38	3,942.38	3,859.78	9,117.46
Accounts Payable	5,768.36	4,445.43		36.91	129.89
Bank Overdraft					
Other Liabilities			1.00		
Total Liabilities	26,471.74	25,148.81	3,943.38	3,896.69	9,247.35
RESERVES					
Reserve for Depreciation	2,112.00	4,307.00	1,264.00	1,446.70	1,005.00
Reserve for Equity in H.E.P.C. Sys			67.33	151.24	
Res. for Equity in H.E.P.C.(Rural)	1,509.96	2,096.72			
Total Reserves	3,621.96	6,403.72	1,331.33	1,597.94	1,005.00
SURPLUS					
Debentures Paid			357.62	440.22	382.54
Local Sinking Fund					
Additional Operating Surplus			2,145.58	2,730.64	865.76
Total Surplus			2,503.20	3,170.86	1,248.30
Total Liabilities—Res. and Surplus	30,093.70	31,552.53	7,777.91	8,665.49	11,500.65
Percentage of Net Debt to Total Assets	94.2	92.0	51.1	44.9	80.4

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Drayton	Dresden		Drumbo		Dublin	
602	1,393		P.V.		P.V.	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	85.00	85.00
.....	523.00	523.00	.....	.....	.....	.....
5,760.05	6,671.68	8,391.39	2,775.10	2,825.45	3,956.91	4,010.35
.....	.....	.....	.....	.....	.....	.....
1,480.35	3,887.44	3,887.44	457.46	457.46	660.75	660.75
1,821.29	3,921.50	4,073.30	818.00	913.68	520.46	520.46
567.13	774.82	828.62	129.89	129.89	417.71	417.71
.....	.....	.....	.....	.....	.....	.....
388.37	408.09	408.09	235.58	235.58	751.91	762.41
.....	.....	.....	.....	.....	.....	.....
.....	5,578.76	4,815.26	.....	.....	.....	.....
10,017.19	21,765.29	22,927.10	4,416.03	4,562.06	6,392.74	6,456.68
2,404.38	635.87	2,770.49	160.98	217.86	516.46	48.18
.....	.....	.....	600.00	600.00	.....	.....
122.02	752.72	1,681.29	.....	375.10	.....	168.05
.....	1,553.82	1,229.38	.....	.....	40.20	39.55
.....	.....	.....	.....	.....	.....	.....
.....	.....	366.75	122.56	237.45	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
12,543.59	24,707.90	28,975.01	5,299.57	5,992.47	6,949.40	6,712.46
.....	.....	.....	429.11	.....	358.44	1,061.58
12,543.59	24,707.70	28,975.01	5,728.68	5,992.47	7,307.84	7,774.04
8,960.35	12,611.49	11,850.79	4,039.28	3,948.51	4,377.34	5,348.14
.....	.....	.....	279.12	20.00	1,623.84	692.04
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
8,960.35	12,611.49	11,850.79	4,318.40	3,968.51	6,001.18	6,040.18
1,427.00	2,808.00	3,604.00	827.00	1,030.00	684.00	882.00
.....	.....	366.75	122.56	237.45	.....	.....
.....	.....	.....	.....	.....	.....	.....
1,427.00	2,808.00	3,970.75	949.56	1,267.45	684.00	882.00
539.65	3,626.76	4,387.46	460.72	551.49	622.66	851.86
.....	.....	.....	.....	.....	.....	.....
1,616.59	5,661.45	8,766.01	.....	205.02	.....	.....
2,156.24	9,288.21	13,153.47	460.72	756.51	622.66	851.86
12,543.59	24,707.70	28,975.01	5,728.68	5,992.47	7,307.84	7,774.04
71.5	51.0	40.8	83.4	66.3	86.3	90.1

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Dundas		Dunville		Dutton
Population	5,054		3,569		870
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	8,474.72	8,519.52	3,379.78	3,379.78	.....
Sub-Station Equipment	5,748.62	6,624.07	16,916.68	16,916.68	.....
Distribution System, Overhead	44,618.51	44,822.49	24,618.14	25,659.26	6,138.21
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	12,084.36	12,435.36	7,277.73	7,507.59	1,856.15
Meters	14,245.84	14,815.28	4,819.17	5,385.18	2,383.58
Street Light Equipment, Regular	1,689.02	1,736.00	2,320.25	2,320.25	441.01
Street Light Equip., Ornamental	.....	.....	4,767.47	4,767.47	.....
Miscellaneous Construction Exp.	6,669.34	6,041.84	4,775.12	4,852.51	288.17
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	1,867.38	1,867.38	10,742.62	10,717.62	.....
Total Plant	95,397.79	96,861.94	79,616.96	81,506.34	11,107.12
Bank and Cash Balance	1,461.63	2,654.72	.....	.....	1,469.22
Securities and Investments	.....	.....	.....	.....	2,000.00
Accounts Receivable	1,090.57	2,635.53	1,978.37	2,025.65	477.82
Inventories	2,699.64	1,748.53	714.11	759.76	200.20
Sinking Fund on Local Debentures	.....	.....	.....	.....	.....
Equity in Hydro System	4,051.02	5,012.03	.....	.....	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....	.....
Total Assets	104,700.65	108,912.75	82,309.44	84,291.75	15,254.36
Deficit	.....	.....	.....	.....	.....
Total	104,700.65	108,912.75	82,309.44	84,291.75	15,254.36
LIABILITIES					
Debenture Balance	46,092.37	44,971.55	62,409.16	61,395.21	7,955.01
Accounts Payable	5,222.81	1,764.92	9,100.11	9,844.11	.....
Bank Overdraft	.....	.....	1,729.41	1,258.70	.....
Other Liabilities	.....	.....	.....	.....	10.00
Total Liabilities	51,315.18	46,736.47	73,238.68	72,498.02	7,965.01
RESERVES					
Reserve for Depreciation	24,410.70	27,714.13	4,550.00	7,079.56	1,985.00
Reserve for Equity in H.E.P.C. Sys	4,051.02	5,012.03	.....	.....	.....
Res. for Equity in H.E.P.C.(Rural)	.....	.....	.....	.....	.....
Total Reserves	28,461.72	32,726.16	4,550.00	7,079.56	1,985.00
SURPLUS					
Debentures Paid	6,907.63	8,028.45	3,090.84	4,104.79	452.48
Local Sinking Fund	.....	.....	.....	.....	.....
Additional Operating Surplus	18,016.12	21,421.67	1,429.92	609.38	4,851.87
Total Surplus	24,923.75	29,450.12	4,520.76	4,714.17	5,303.35
Total Liabilities—Res. and Surplus	104,700.65	108,912.75	82,309.44	84,291.75	15,254.36
Percentage of Net Debt to Total Assets	50.9	42.9	88.9	86.0	52.2

"A"—Continued
of Hydro Municipalities as at December 31st, 1921

Dutton	Elmira		Elora		Embro	
	2,400		1,199		463	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	4,013.41	3,837.29	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
6,571.24	14,148.87	15,141.97	10,660.98	11,267.83	5,789.81	5,789.81
.....	.....	.....	.....	.....	.....	.....
2,032.78	5,113.68	5,525.68	4,596.11	4,733.89	1,236.92	1,236.92
2,643.61	5,009.48	5,902.29	2,629.24	3,070.86	989.78	1,161.49
513.51	673.53	713.14	501.34	501.34	209.29	209.29
.....	.....	.....	.....	.....	.....	.....
288.17	2,076.74	2,359.90	926.18	926.18	69.45	69.45
.....	.....	.....	.....	.....	.....	.....
.....	2,295.52	2,325.08	1,425.47	1,425.47	429.25	429.25
12,049.31	33,331.23	35,805.35	20,739.32	21,925.57	8,647.58	8,896.21
1,740.45	246.96	1,135.68	334.64	324.53	298.23	248.55
2,000.00	.....	.....	.....	.....	1,000.00	1,000.00
31.29	1,301.24	1,984.97	972.71	1,195.03	.....	.....
217.60	2,154.84	1,642.63	1,335.52	878.77	.....	31.82
.....	.....	.....	.....	.....	.....	.....
287.89	1,207.67	1,880.69	600.52	1,333.44	349.04	662.38
.....	.....	.....	92.75	110.46	.....	.....
.....	.....	.....	.....	.....	.....	.....
16,326.54	38,241.94	42,449.32	24,075.46	25,767.80	10,294.85	10,838.96
.....	.....	.....	.....	.....	2,874.53	2,006.60
16,326.54	38,241.94	42,449.32	24,075.46	25,767.80	13,079.38	12,845.56
7,785.74	17,876.54	17,496.15	10,920.46	10,519.05	7,296.11	7,079.99
.....	600.00	.....	.....	.....	3,277.34	2,322.18
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
7,785.74	14,476.54	17,496.15	10,920.46	10,519.05	10,573.45	9,402.17
2,515.00	6,054.00	7,471.00	3,857.00	4,794.00	1,953.00	2,361.00
287.89	1,207.67	1,880.69	600.52	1,333.44	349.04	662.38
.....	.....	.....	92.75	110.46	.....	.....
2,802.89	7,261.67	9,351.69	4,550.27	6,237.90	2,302.04	3,023.38
621.75	2,123.46	2,503.85	2,079.54	2,480.95	203.89	420.01
.....	.....	.....	.....	.....	.....	.....
5,116.16	10,380.27	13,097.63	6,525.19	6,529.90	.....	.....
5,737.91	12,503.73	15,601.48	8,604.73	9,010.85	203.89	420.01
16,326.54	38,241.94	42,449.32	24,075.46	25,767.80	13,079.38	12,845.56
47.7	49.8	41.2	46.5	40.8	106.3	86.7

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Etobicoke Township		Exeter		Fergus
Population			1,458		1,815
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					
Sub-Station Equipment					
Distribution System, Overhead	11,724.32	45,656.59	12,722.45	13,004.36	15,321.29
Dist. System, Underground					
Line Transformers	2,260.45	13,064.56	3,416.71	3,418.11	5,602.98
Meters	7,000.02	17,469.36	3,639.27	4,108.96	5,011.28
Street Light Equipment, Regular	419.16	2,076.11	732.08	732.08	1,201.02
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	1,540.42	3,342.10	1,549.48	1,549.48	615.37
Steam or Hydraulic Plant					
Old Plant	34,444.23				2,546.59
Total Plant	57,388.60	81,608.72	22,059.99	22,812.99	30,298.53
Bank and Cash Balance			1,784.35	4,324.90	
Securities and Investments	8,000.00		3,000.00	3,000.00	
Accounts Receivable	3,884.53	7,790.44	382.42	1,451.31	71.00
Inventories	214.44	283.77	3,309.93	1,899.86	3,249.82
Sinking Fund on Local Debentures					
Equity in Hydro System					540.12
Equity in Rural Lines	4,450.09	5,611.05			
Other Assets					
Total Assets	73,937.66	95,293.98	30,536.69	33,489.06	34,159.47
Deficit					
Total	73,937.66	95,293.98	30,536.69	33,489.06	34,159.47
LIABILITIES					
Debenture Balance	42,612.55	41,158.81	17,684.53	17,149.70	14,478.51
Accounts Payable	337.99			1,120.95	1,655.10
Bank Overdraft	1,974.18	10,136.64			7,173.29
Other Liabilities		519.50			
Total Liabilities	44,924.72	51,814.95	17,684.53	18,270.65	23,306.90
RESERVES					
Reserve for Depreciation	13,774.82	19,154.82	3,105.00	3,964.00	4,605.00
Reserve for Equity in H.E.P.C. Sys					540 12
Res. for Equity in H.E.P.C.(Rural)	4,450.09	5,611.05			
Total Reserves	18,224.91	24,765.87	3,105.00	3,964.00	5,145.12
SURPLUS					
Debentures Paid	3,115.60	4,841.19	2,315.52	2,850.35	1,521.49
Local Sinking Fund					
Additional Operating Surplus	7,672.43	13,871.97	7,431.64	8,404.06	4,185.96
Total Surplus	10,788.03	18,712.16	9,747.16	11,254.41	5,707.45
Total Liabilities—Res.and Surplus	73,937.66	95,293.98	30,536.69	33,489.06	34,159.47
Percentage of Net Debt to Total Assets	60.7	54.3	57.9	54.5	69.3

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Fergus	Forest		Galt		Georgetown	
	1,386		13,092		2,554	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c	$ c.
.....	4,500.00	4,500.00	23,677.96	134,697.10	12.00	12.00
.....	.....	.....	50,745.05	108,663.85	.....	.....
15,553.46	11,315.91	12,162.06	139,560.62	163,173.28	19,051.20	20,530.84
.....	.....	.....	.....	.....	.....	.....
5,602.98	2,761.27	2,761.27	26,223.50	34,962.04	7,456.81	7,466.81
5,563.45	5,330.89	5,888.36	40,339.95	46,543.51	6,524.81	6,826.26
1,249.57	1,674.28	1,824.15	8,990.75	9,198.82	985.39	1,058.68
.....	.....	.....	56,882.32	62,842.77	.....	.....
645.37	102.30	303.85	13,834.73	16,942.05	1,397.65	1,458.15
.....	.....	.....	.....	.....	.....	.....
2,546.59	11,084.87	11,084.87	.....	.....	2,209.80	2,209.80
31,161.42	36,769.52	38,524.56	360,254.79	577,023.42	37,647.66	39,562.54
.....	1,322.68	459.71	25.00	25.00	1,546.52	224.64
.....	.....	2,000.00	.....	350.00	14,169.90	15,064.63
440.37	753.79	447.01	29,176.04	203,243.32	3,665.48	2,580.44
4,694.88	4,377.85	4,376.77	5,183.15	35,536.21	1,757.77	1,160.20
.....	.....	.....	57,555.79	66,629.05	.....	.....
1,072.85	.....	.....	14,922.39	19,217.32	2,643.67	4,163.80
.....	.....	.....	.....	.....	1,047.39	1,249.28
.....	.....	.....	1,394.70	2,281.67	.....	.....
37,369.52	43,223.84	45,808.05	468,511.86	904,305.99	62,478.39	64,005.53
.....	.....	.....	.....	.....	.....	.....
37,369.52	43,223.84	45,808.05	468,511.86	904,305.99	62,478.39	64,005.53
14,173.94	26,975.24	25,611.24	188,579.18	388,579.18	17,876.51	17,496.12
1,107.75	834.11	270.12	3,050.00	3,859.04	.....	.....
9,976.41	.....	.....	33,052.56	232,649.78	.....	.....
.....	.....	.....	.....	.....	.....	.....
25,258.10	27,809.35	25,881.36	224,681.74	625,088.00	17,876.51	17,496.12
5,090.00	3,037.00	4,208.00	66,962.65	75,610.58	10,646.00	12,365.63
1,072.85	.....	.....	14,922.39	19,217.32	2,643.67	4,163.80
.....	.....	.....	.....	.....	1,047.39	1,249.28
6,162.85	3,037.00	4,208.00	81,885.04	94,827.90	14,337.06	17,778.71
1,826.06	7,424.76	8,788.76	.....	.....	2,123.49	2,503.88
.....	.....	.....	57,555.79	66,629.05	.....	.....
4,122.51	4,952.73	6,929.93	104,389.29	117,761.04	28,141.33	25,226.82
5,948.57	12,377.49	15,718.69	161,945.08	184,390.09	30,264.82	28,730.70
37,369.52	43,223.84	45,808.05	468,511.86	904,305.99	62,478.39	64,005.53
67.7	64.3	56.5	49.5	69.2	29.8	27.4

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Glencoe		Goderich		Grantham
Population	779		4,287		Twp.
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	.....	.....	12,915.81	12,915.81	.....
Sub-Station Equipment	.....	.....	9,989.28	9,795.28	.....
Distribution System, Overhead	13,652.05	14,073.20	35,589.05	37,174.31	7,008.86
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	2,662.85	2,674.83	9,900.99	10,407.39	3,795.44
Meters	2,030.39	2,352.99	9,573.44	10,481.96	1,724.08
Street Light Equipment, Regular	1,630.56	1,630.56	4,170.27	4,231.71	.....
Street Light Equip., Ornamental	.....	.....	.....	.....	.....
Miscellaneous Construction Exp	3,179.01	2,991.70	4,005.81	4,005.81	267.30
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	.....	.....	14,622.15	14,622.15	.....
Total Plant	23,154.86	23,723.28	100,766.80	103,634.42	12,295.68
Bank and Cash Balance	506.04	1,452.20	3,901.66	3,671.23	329.55
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	200.32	489.52	4,684.47	7,105.53	1,838.28
Inventories	.....	132.87	340.36	827.00	.....
Sinking Fund on Local Debentures	.....	660.28	4,228.20	4,513.23	1,520.88
Equity in Hydro System	.....	.....	1,894.95	4,099.32	.....
Equity in Rural Lines	.....	.....	296.63	350.14	2,942.64
Other Assets	.....	.....	.....	.....	.....
Total Assets	23,861.22	26,458.15	116,113.07	124,200.87	18,927.03
Deficit	.....	.....	.....	.....	1,925.92
Total	23,861.22	26,458.15	116,113.07	124,200.87	20,852.95
LIABILITIES					
Debenture Balance	19,980.82	19,596.65	43,644.30	41,521.68	10,899.62
Accounts Payable	2,179.53	1,749.42	10,225.30	11,443.26	3,835.83
Bank Overdraft	.....	.....	.....	.....	.....
Other Liabilities	.....	.....	.....	.....	.....
Total Liabilities	22,160.35	21,346.07	53,869.60	52,964.94	14,735.45
RESERVES					
Reserve for Depreciation	.....	806.00	21,160.00	25,420.00	1,553.60
Reserve for Equity in H.E.P.C. Sys	.....	.....	1,894.95	4,099.32	.....
Res. for Equity in H.E.P.C.(Rural)	.....	.....	296.63	350.14	2,942.64
Total Reserves	.....	806.00	23,351.58	29,869.46	4,496.24
SURPLUS					
Debentures Paid	132.06	516.23	12,443.75	14,566.37	100.38
Local Sinking Fund	.....	660.28	.....	4,513.23	1,520.88
Additional Operating Surplus	1,568.81	3,129.57	22,219.94	22,286.87	.....
Total Surplus	1,700.87	4,306.08	34,663.69	41,366.47	1,621.26
Total Liabilities—Res. and Surplus	23,861.22	26,458.15	116,113.07	124,200.87	20,852.95
Percentage of Net Debt to Total Assets	92.8	80.5	47.1	42.8	77.8

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Grantham Township	Granton P.V.		Guelph 17,922		Hagersville 1,139	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	12,004.40	12,004.40	.....	.....
.....	.....	.....	71,377.40	80,154.72	.....	833.52
8,410.77	3,025.36	3,065.64	83,869.45	98,491.64	8,685.69	12,145.20
.....	.....	.....	.....	.....	.....	.....
4,282.71	623.16	623.16	25,882.14	50,534.80	2,244.61	2,768.60
1,934.80	825.74	908.55	41,343.73	46,647.51	3,264.71	4,261.59
.....	149.27	149.27	26,126.46	28,404.89	608.30	608.30
.....	.....	.....	.....	.....	.....	.....
267.30	110.28	110.28	10,974.26	11,950.43	140.20	140.20
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
14,895.58	4,734.81	4,856.90	271,577.84	328,188.39	14,943.51	20,757.41
807.60	645.24	1,313.65	37.50	.....	1,736.78	240.54
.....	.....	.....	25,000.00	5,000.00	4,500.00	4,500.00
2,928.11	80.00	291.92	37,291.72	27,658.69	1,014.14	1,946.94
.....	.....	.....	32,179.70	34,070.32	106.13	92.45
1,847.68	.....	.....	31,180.06	19,573.79	.....	.....
.....	.....	.....	13,513.34	17,731.62	1,050.85	1,303.07
3,569.57	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
24,048.54	5,460.05	6,462.47	410,780.16	432,260.31	23,351.41	28,840.41
58.97	.....	.....	.....	.....	.....	.....
24,107.51	5,460.05	6,462.47	410,780.16	432,260.31	23,351.41	28,840.41
10,793.72	3,250.44	3,191.19	113,569.63	95,884.91	6,853.28	6,645.16
5,774.36	692.15	580.03	10,677.84	18,550.40	.....	4,330.64
.....	.....	.....	6,284.45	12,531.67	.....	.....
.....	.....	.....	.....	.....	.....	.....
16,568.08	3,942.59	3,771.22	130,531.92	126,966.98	6,853.28	10,975.80
1,915.90	732.00	949.00	61,515.25	70,247.76	2,606.46	869.98
3,569.57	.....	.....	13,513.34	17,731.62	1,050.85	1,303.07
.....	.....	.....	.....	.....	.....	.....
5,485.47	732.00	949.00	75,028.57	87,979.38	3,657.31	2,173.05
206.28	249.56	308.81	31,430.36	49,115.08	1,146.72	1,354.84
1,847.68	.....	.....	31,180.06	19,573.79	.....	.....
.....	535.90	1,433.44	142,609.25	148,625.08	11,694.10	14,336.72
2,053.96	785.46	1,742.25	205,219.67	217,313.95	12,840.82	15,691.56
24,107.51	5,460.05	6,462.47	410,780.16	432,260.31	23,351.41	28,840.41
68.8	72.2	58.3	32.8	29.4	30.7	38.1

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Hamilton		Harriston		Hensall
Population	114,766		1,326		687
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ .c.	$ c.
Lands and Buildings	93,842.46	102,950.78	.....	.....	.....
Sub-Station Equipment	101,431.55	150,916.97	600.00	600.00	.....
Distribution System, Overhead	462,336.84	496,895.62	8,806.06	9,113.62	6,692.81
Dist. System, Underground	164,185.07	182,013.14	.....	.....	.....
Line Transformers	198,609.11	219,842.43	3,762.20	3,762.20	2,250.20
Meters	225,195.39	252,317.69	3,456.55	3,534.90	1,839.39
Street Light Equipment, Regular	95,837.76	96,923.91	350.00	350.00	436.67
Street Light Equip., Ornamental	.....	.....	.....	.....	.....
Miscellaneous Construction Exp.	143,571.41	143,356.86	458.07	458.07	447.50
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	.....	.....	1,130.83	1,130.83	400.00
Total Plant	1,485,009.59	1,645,217.40	18,563.71	18,949.62	12,067.22
Bank and Cash Balance	.....	.....	.....	.....	736.26
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	141,845.81	179,456.99	2,385.96	3,107.31	393.00
Inventories	60,330.35	91,235.96	3,104.86	650.00	244.03
Sinking Fund on Local Debentures	176,935.55	207,194.80	.....	.....	.....
Equity in Hydro System	38,422.27	51,280.92	.....	.....	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	4,624.13	4,645.35	.....	.....	.....
Total Assets	1,907,167.80	2,179,031.42	24,054.53	22,706.93	13,440.51
Deficit	.....	.....	986.67	.....	479.35
Total	1,907,167.80	2,179,031.42	25,041.20	22,706.93	13,919.86
LIABILITIES					
Debenture Balance	1,002,838.34	996,537.12	10,711.78	10,107.84	11,345.42
Accounts Payable	114,199.31	120,607.21	6,607.20	2,111.38	147.86
Bank Overdraft	81,173.57	251,428.79	2,713.97	1,686.69	.....
Other Liabilities	30,258.64	31,705.70	.....	1,249.81	.....
Total Liabilities	1,228,470.36	1,400,278.82	20,032.95	15,155.72	11,493.28
RESERVES					
Reserve for Depreciation	303,187.67	353,718.56	2,402.00	3,185.00	1,772.00
Reserve for Equity in H.E.P.C. Sys	38,422.27	51,280.92	.....	.....	.....
Res. for Equity in H.E.P.C.(Rural)	.....	4,782.00	.....	.....	.....
Total Reserves	341,609.94	409,781.48	2,402.00	3,185.00	1,772.00
SURPLUS					
Debentures Paid	17,161.16	23,462.88	2,606.25	3,210.19	654.58
Local Sinking Fund	176,935.55	207,194.80	.....	.....	.....
Additional Operating Surplus	142,990.79	138,313.44	.....	1,156.02	.....
Total Surplus	337,087.50	368,971.12	2,606.25	4,366.21	654.58
Total Liabilities—Res. and Surplus	1,907,167.80	2,179,031.42	25,041.20	22,706.93	13,919.86
Percentage of Net Debt to Total Assets	65.7	64.3	83.2	66.7	85.5

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Hensall	Hespeler		Highgate		Ingersoll	
	3,059		403		5,422	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	3,499.23	3,504.43	.....	.....	3,057.57	6,357.57
.....	8,507.47	8,507.47	.....	.....	10,302.31	10,302.31
6,811.02	10,658.18	17,858.88	3,618.95	3,640.97	36,614.20	38,535.91
.....	.....	.....	.....	.....	.....	.....
2,250.85	6,772.56	9,149.16	1,488.37	1,488.37	10,602.77	12,458.77
1,928.71	6,845.31	7,523.93	1,070.03	1,124.45	16,104.36	17,504.67
436.67	1,452.01	1,572.22	282.15	294.56	2,573.22	2,739.29
.....	.....	.....	.....	.....	4,597.59	4,597.59
447.50	93.08	93.08	453.85	476.51	8,839.55	8,629.55
.....	.....	.....	.....	.....	.....	.....
400.00	3,000.00	2,230.00	.....	.....	20,607.25	20,607.25
12,274.75	40,827.84	50,439.17	6,913.35	7,024.86	113,298.82	121,732.91
2,066.35	.....	.....	526.80	696.91	.....	.....
.....	1,586.40	1,088.09	.....	.....	20,500.00	20,500.00
74.00	7,629.36	481.09	53.33	307.50	17,023.23	22,105.55
20.00	.....	.....	47.80	87.47	60,508.60	1,304.87
.....	.....	.....	.....	.....	20,191.65	22,650.57
.....	2,380.49	3,045.33	.....	.....	6,205.72	7,978.83
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
14,435.10	52,424.09	55,053.68	7,541.28	8,116.74	183,278.02	196,272.73
246.83	.....	.....	.....	.....	.....	.....
14,681.93	52,424.09	55,053.68	7,541.28	8,116.74	183,278.02	196,272.73
11,116.72	16,795.15	15,264.21	4,675.63	4,584.15	79,800.00	79,800.00
385.93	.....	761.73	527.55	.....	1,973.68	2,510.22
.....	383.78	4,080.52	.....	.....	651.79	8,883.37
.....	.....	.....	.....	.....	4,597.59	4,597.59
11,502.65	17,178.93	20,106.46	5,203.18	4,584.15	7,023.06	95,791.18
2,296.00	10,996.56	10,127.76	767.00	1,056.00	21,204.04	20,139.63
.....	2,380.49	3,045.33	.....	.....	6,205.72	7,978.83
.....	.....	.....	.....	.....	.....	.....
2,296.00	13,377.05	13,173.09	767.00	1,056.00	27,409.76	28,118.46
883.28	15,775.36	17,306.30	324.37	415.85	.....	.....
.....	.....	.....	.....	.....	20,191.65	22,650.57
.....	6,092.75	4,467.83	1,246.73	2,060.74	48,653.55	49,712.52
883.28	21,868.11	21,774.13	1,571.10	2,476.59	68,845.20	72,363.09
14,681.93	52,424.09	55,053.68	7,541.28	8,116.74	183,278.02	196,272.73
78.4	34.3	36.6	68.9	56.5	49.1	48.7

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Kitchener		Lambeth		Listowel
Population	23,027		P.V.		2,571
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	40,401.32	46,364.28	.....	.....	1,229.07
Sub-Station Equipment	94,199.39	117,036.88	.....	.....	.....
Distribution System, Overhead	118,809.48	132,947.30	2,839.38	2,911.58	23,351.60
Dist. System, Underground	9,444.68	9,444.68	.....	.....	.....
Line Transformers	66,184.87	74,881.00	288.86	288.86	10,740.59
Meters	71,021.32	84,368.77	1,129.02	1,129.02	7,646.40
Street Light Equipment, Regular	22,293.45	25,689.11	159.37	159.37	1,238.10
Street Light Equip., Ornamental	.....	.....	.....	.....	5,780.22
Miscellaneous Construction Exp.	7,097.29	9,334.03	214.73	214.73	1,314.01
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	52,536.31	52,536.31	.....	.....	4,750.70
Total Plant	482,988.11	552,602.36	4,631.36	4,703.56	56,050.69
Bank and Cash Balance	1,592.29	733.66	1,317.92	1,808.81	862.92
Securities and Investments	9,728.16	31,440.00	.....	.....	.....
Accounts Receivable	53,097.48	20,686.50	74.64	77.33	3,764.59
Inventories	14,585.95	14,729.57	.....	.....	1,217.51
Sinking Fund on Local Debentures	.....	.....	.....	.....	.....
Equity in Hydro System	25,305.07	33,460.08	.....	155.50	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....	.....
Total Assets	587,297.06	653,652.17	6,023.92	6,745.20	61,895.71
Deficit	.....	.....	.....	.....	.....
Total	587,297.06	653,652.17	6,023.92	6,745.20	61,895.71
LIABILITIES					
Debenture Balance	202,977.53	193,733.03	3,714.79	3,647.08	26,918.40
Accounts Payable	16,362.54	45,144.18	465.53	290.60	12,799.29
Bank Overdraft	.....	14,504.35	.....	.....	.....
Other Liabilities	.....	.....	.....	.....	5,742.30
Total Liabilities	219,340.07	253,381.56	4,180.32	3,937.68	45,459.99
RESERVES					
Reserve for Depreciation	106,184.00	117,678.28	947.00	1,066.68	5,472.00
Reserve for Equity in H.E.P.C. Sys	25,305.07	33,460.08	.....	155.50	.....
Res. for Equity in H.E.P.C.(Rural)	.....	.....	.....	.....	.....
Total Reserves	131,489.07	151,138.36	947.00	1,222.18	5,472.00
SURPLUS					
Debentures Paid	97,172.47	106,416.97	285.21	352.92	7,271.49
Local Sinking Fund	.....	.....	.....	.....	.....
Additional Operating Surplus	139,295.45	142,715.28	611.39	1,232.42	3,692.23
Total Surplus	236,467.92	249,132.25	896.50	1,585.34	10,963.72
Total Liabilities—Res. and Surplus	587,297.06	653,652.17	6,023.92	6,745.20	61,895.71
Percentage of Net Debt to Total Assets	39.0	38.7	69.3	58.4	73.4

"A"—Continued.

of Hydro Municipalities as at December 31st, 1921

Listowel	London		London Township		Louth Township	
	59,281					
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,229.07	233,862.76	293,682.97	.....	.....	.....	.....
.....	263,548.17	315,050.85	.....	.....	.....	.....
25,765.67	447,189.28	496,394.63	2,934.70	2,934.70	1,377.71	1,482.84
.....	11,003.39	11,033.39	.....	.....	.....	.....
11,929.62	70,672.79	85,915.04	1,114.40	1,114.40	1,673.70	2,029.62
9,334.60	182,957.14	203,142.41	1,066.80	1,066.80	578.76	624.92
1,238.10	30,927.41	31,895.40	.....	.....	.....	.....
5,780.22	11,428.08	11,767.36	.....	.....	.....	.....
1,362.71	72,362.43	74,340.76	451.74	451.74	.....	.....
.....	.....	.....	.....	.....	.....	.....
4,750.70	.....	.....	1,733.80	1,733.80	.....	.....
61,390.69	1,323,951.45	1,523,192.81	7,301.44	7,301.44	3,630.17	4,137.38
1,860.95	8,832.13	9,441.64	212.06	212.06	541.16	94.02
.....	.....	.....	.....	.....	.....	.....
5,286.47	325,568.64	272,019.01	.....	.....	.....	593.54
180.00	58,559.74	77,250.14	.....	.....	.....	.....
.....	101,390.11	121,509.04	.....	.....	.....	.....
.....	51,634.79	67,774.33	.....	.....	.....	.....
.....	.....	.....	.....	.....	164.59	221.05
.....	.....	.....	.....	.....	.....	.....
68,718.11	1,869,936.86	2,071,186.97	7,513.50	7,513.50	4,335.92	5,045.99
.....	.....	.....	.....	.....	.....	370.09
68,718.11	1,869,936.86	2,071,186.97	7,513.50	7,513.50	4,335.92	5,416.08
33,723.05	812,332.34	930,799.79	7,296.12	7,080.00	1,902.44	1,851.55
6,936.43	103,409.36	154,870.95	13.50	13.50	1,869.62	2,996.93
.....	56,692.70	.....	.....	.....	.....	.....
5,742.30	14,968.90	2,235.86	.....	.....	126.84	.....
46,401.78	987,403.30	1,087,906.60	7,309.62	7,093.50	3,898.90	4,848.48
7,515.00	283,064.22	330,108.46	.....	.....	173.00	248.10
.....	51,634.79	67,774.33	.....	.....	.....	.....
.....	.....	.....	.....	.....	164.59	221.05
7,515.00	334,699.01	397,882.79	.....	.....	337.59	469.15
9,466.84	59,567.66	66,100.21	203.88	420.00	47.56	98.45
.....	101,390.11	121,509.04	.....	.....	.....	.....
5,334.49	386,876.78	397,788.33	.....	.....	51.87	.....
14,801.33	547,834.55	585,397.58	203.88	420.00	99.43	98.45
68,718.11	1,869,936.86	2,071,186.97	7,513.50	7,513.50	4,335.92	5,416.08
67.5	54.3	52.5	97.3	94.6	89.9	96.2

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Lucan		Lynden		Markham
Population	614		P.V.		941
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings			241.18	241.18	
Sub-Station Equipment					
Distribution System, Overhead	7,082.38	7,277.13	2,679.72	2,720.56	7,885.78
Dist. System, Underground					
Line Transformers	3,507.90	2,907.90	942.37	942.37	2,897.99
Meters	2,329.60	2,558.89	674.92	744.62	2,077.85
Street Light Equipment, Regular	372.54	372.54	163.30	163.30	281.78
Street Light Equip., Ornamental					
Miscellaneous Construction Exp	394.47	394.47	193.57	193.57	830.10
Steam or Hydraulic Plant					
Old Plant	2,860.45	2,860.45			200.13
Total Plant	16,547.34	16,371.38	4,895.06	5,005.60	14,173.63
Bank and Cash Balance	326.30	1,959.99	184.22		
Securities and Investments		3,000.00	1,000.00		
Accounts Receivable	4,482.83	2,014.16		448.42	736.23
Inventories	26.05	111.51			
Sinking Fund on Local Debentures					
Equity in Hydro System		433.18		448.97	
Equity in Rural Lines	6.00	9.00			
Other Assets					
Total Assets	21,388.52	23,899.22	6,079.28	5,902.99	14,909.86
Deficit			794.34	225.46	
Total	21,388.52	23,899.22	6,873.62	6,128.45	14,909.86
LIABILITIES					
Debenture Balance	9,491.95	9,135.04	4,148.60	4,067.49	11,121.02
Accounts Payable	1,022.41		1,488.62		1,822.07
Bank Overdraft				66.48	177.58
Other Liabilities					
Total Liabilities	10,514.36	9,135.04	5,637.22	4,133.97	13,120.67
RESERVES					
Reserve for Depreciation	2,138.63	2,752.63	890.00	1,118.00	
Reserve for Equity in H.E.P.C. Sys		433.18		448.97	
Res. for Equity in H.E.P.C.(Rural)	6.00	9.00			
Total Reserves	2,144.63	3,194.81	890.00	1,566.97	
SURPLUS					
Debentures Paid	1,721.67	2,078.61	346.40	427.51	437.81
Local Sinking Fund					
Additional Operating Surplus	7,007.86	9,552.90			1,351.38
Total Surplus	8,729.53	11,631.51	346.40	427.51	1,789.19
Total Liabilities—Res. and Surplus	21,388.52	23,961.33	6,873.62	6,128.45	14,909.68
Percentage of Net Debt to Total Assets	49.1	38.2	92.7	70.2	89.0

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Markham	Merritton	Milton		Milverton		Newbury
	2,480	1,800		1,029		283
1921	1921	1920	1921	1920	1921	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	350.00	.....	.....	237.20	237.20	.....
.....	3,000.00	5,550.19	5,550.19	.....	.....	.....
8,205.04	10,814.64	12,026.50	12,155.85	7,045.44	7,251.71	5,408.07
.....	.....	.....	.....	.....	.....	.....
3,398.26	2,629.94	5,393.08	5,737.93	2,884.56	5,080.18	1,049.04
2,705.75	5,876.02	4,979.55	5,242.12	1,900.92	2,553.05	661.52
335.51	1,407.25	959.87	986.67	541.10	562.24	765.45
.....	.....	.....	.....	.....	.....	.....
1,016.01	2,457.51	2,526.23	2,526.23	557.93	557.93	485.13
.....	.....	.....	.....	.....	.....	.....
61.03	.....	4,065.85	4,065.85	.....	.....	754.39
15,721.60	26,535.36	35,501.27	36,264.84	13,167.15	16,242.31	9,123.60
.....	1,653.72	3,780.39	4,439.80	77.41	.....	359.08
.....	.....	2,000.00	2,000.00	.....	.....	.....
1,759.30	503.58	4,172.77	8,685.46	4,988.46	5,272.51	559.29
.....	130.75	5,353.53	1,239.30	15.53	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	1,895.63	1,971.45	.....	.....	.....
.....	.....	97.88	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	34.48
17,480.90	28,823.41	52,801.47	54,600.85	18,248.55	21,514.82	10,076.45
.....	.....	.....	.....	.....	.....	.....
17,480.90	28,823.41	52,801.47	54,600.85	18,248.55	21,514.82	10,076.45
10,520.84	4,643.10	14,202.32	13,308.68	7,979.12	7,622.97	9,440.04
674.39	317.70	2,012.37	776.73	988.76	1,482.20	125.72
751.21	.....	.....	.....	.....	908.66	.....
.....	.....	.....	.....	.....	.....	.....
11,946.44	4,960.80	16,214.69	14,085.41	8,967.88	10,013.83	9,565.76
755.00	948.00	8,229.04	9,725.04	1,789.00	2,307.00	.....
.....	.....	1,895.63	1,971.45	.....	.....	.....
.....	.....	97.88	.....	.....	.....	.....
755.00	948.00	10,222.55	11,696.49	1,789.00	2,307.00	.....
1,037.99	543.11	10,510.66	11,404.30	1,520.88	1,877.03	314.35
.....	.....	.....	.....	.....	.....	.....
3,741.47	22,371.50	15,853.57	17,414.65	5,970.79	7,316.96	196.34
4,779.46	22,914.61	26,364.23	28,818.95	7,491.67	9,193.99	510.69
17,480.90	28,823.41	52,801.47	54,600.85	18,248.55	21,514.82	10,076.45
68.4	17.2	31.8	25.6	49.1	46.6	95.6

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Mimico		Mitchell		Moorefield
Population	4,187		1,686		P.V.
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	98.30	98.30	5,737.10	7,922.78	.....
Sub-Station Equipment	.....	50.18	9,034.86	10,441.48	.....
Distribution System, Overhead	28,104.19	31,795.20	10,898.81	13,341.40	2,598.73
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	6,201.05	9,844.66	4,450.21	5,651.14	857.72
Meters	9,834.93	11,900.69	5,032.56	6,543.48	577.00
Street Light Equipment, Regular	1,425.96	2,641.23	1,063.55	1,598.23	295.88
Street Light Equip., Ornamental	.....	.....	.....	12.00	.....
Miscellaneous Construction Exp.	1,860.91	2,112.56	.....	.....	348.35
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	.....	.....	1,500.00	1,500.00	.....
Total Plant	47,525.34	58,442.82	37,717.09	47,010.51	4,677.68
Bank and Cash Balance	130.92	599.13	2,838.50	3,016.99	669.71
Securities and Investments	.....	.....	.....	2,000.00	.....
Accounts Receivable	4,083.22	402.75	2,499.04	2,060.92	125.04
Inventories	69.09	236.43	1,026.17	431.86	101.10
Sinking Fund on Local Debentures	.....	.....	.....	.....	.....
Equity in Hydro System	897.85	1,320.11	2,217.93	2,825.46	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....	.....
Total Assets	52,706.43	61,001.24	46,298.73	57,345.74	5,573.53
Deficit	.....	.....	.....	.....	16.06
Total	52,706.42	61,001.24	46,298.73	57,345.74	5,589.59
LIABILITIES					
Debenture Balance	21,570.98	20,684.34	3,879.85	7,183.45	4,100.95
Accounts Payable	111.92	6,055.95	.....	.....	740.59
Bank Overdraft	.....	.....	.....	.....	.....
Other Liabilities	.....	.....	.....	.....	.....
Total Liabilities	21,682.90	26,740.29	3,879.85	7,183.45	4,841.54
RESERVES					
Reserve for Depreciation	10,730.00	12,159.30	10,884.00	12,953.00	349.00
Reserve for Equity in H.E.P.C. Sys	897.85	1,320.11	2,217.93	2,825.46	.....
Res. for Equity in H.E.P.C.(Rural)	.....	.....	.....	.....	.....
Total Reserves	11,627.85	13,479.41	13,101.93	15,778.46	349.00
SURPLUS					
Debentures Paid	4,429.02	5,315.66	13,415.37	15,111.77	399.05
Local Sinking Fund	....	....	....	....	.....
Additional Operating Surplus	14,966.65	15,465.88	15,901.58	19,272.06	.....
Total Surplus	19,395.67	20,781.54	29,316.95	34,383.83	399.05
Total Liabilities—Res. and Surplus	52,706.42	61,001.24	46,298.73	57,345.74	5,589.59
Percentage of Net Debt to Total Assets	41.8	43.8	8.8	12.5	86.6

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Moorefield	Mount Brydges		New Hamburg		New Toronto	
	P.V.		1,401		2,850	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	2,317.59	2,317.59	.....	.....
.....	.....	.....	1,083.10	1,083.10	.....	.....
2,601.73	2,702.22	2,757.54	9,640.40	11,253.95	27,875.65	36,313.38
.....	.....	.....	.....	.....	.....	.....
857.72	641.25	641.25	4,084.29	4,084.29	6,871.11	9,459.84
577.00	980.89	1,125.89	4,057.18	4,527.65	8,055.41	9,948.09
295.88	120.09	120.09	1,149.43	1,149.43	708.67	2,567.53
.....	.....	.....	.....	.....	.....	.....
348.35	143.82	143.82	1,001.70	1,001.70	1,378.82	2,320.33
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	5,242.56	5,242.56	.....	.....
4,680.68	4,588.27	4,788.59	28,576.25	30,660.27	44,889.66	60,609.17
326.47	1,368.98	1,468.92	287.87	488.91	18,749.75	25,327.64
.....	.....	.....	.....	.....	.....	.....
204.56	575.53	1,064.00	2,314.60	24.17	28,581.14	3,689.67
110.00	34.00	125.01	7,070.68	6,881.82	.....	956.20
.....	.....	.....	.....	.....	.....	.....
.....	.....	214.72	2,336.29	3,004.42	1,177.75	5,160.30
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
5,321.71	6,566.78	7,661.24	40,585.69	41,059.59	93,398.30	95,742.98
.....	.....	.....	.....	.....	.....	.....
5,321.71	6,566.78	7,661.24	40,585.69	41,059.59	93,398.30	95,742.98
3,952.35	3,818.64	3,738.30	14,592.35	14,151.04	7,019.58	6,850.15
.....	.....	67.84	2,153.69	396.67	2,902.44	8,304.76
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	82.50
3,952.35	3,818.64	3,806.14	16,746.04	14,547.71	9,922.02	15,237.41
536.00	936.00	1,158.00	8,252.00	9,558.00	6,977.00	9,241.00
.....	.....	214.72	2,336.29	3,004.42	1,177.75	5,160.30
.....	.....	.....	.....	.....	.....	.....
536.00	936.00	1,372.72	10,588.29	12,562.42	8,154.75	14,401.30
547.65	401.36	481.70	3,136.73	3,578.04	980.42	1,149.85
.....	.....	.....	.....	.....	.....	.....
285.71	1,410.78	2,000.68	10,114.63	10,371.42	74,341.11	64,954.42
833.36	1,812.14	2,482.38	13,251.36	13,9 9.46	75,321.53	66,104.27
5,321.71	6,566.78	7,661.24	40,585.69	41,059.59	93,398.30	95,742.98
74.3	58.1	49.6	43.7	35.5	10.7	15.9

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Niagara Falls		Niagara-on-the-Lake		North
Population	14,805		1,863		Town-
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	13,364.80	25,511.64	200.00	200.00	.....
Sub-Station Equipment	23,319.72	40,661.76	1,148.47	1,148.47	.....
Distribution System, Overhead	79,713.84	95,042.52	6,946.92	9,168.82	1,111.96
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	70,291.03	77,364.01	1,680.12	3,164.31	3,627.17
Meters	55,063.72	65,853.96	1,817.34	3,160.30	1,018.34
Street Light Equipment, Regular	13,484.80	15,637.21	507.34	640.66	.....
Street Light Equip., Ornamental	16,000.00	17,346.71	.....	.....	.....
Miscellaneous Construction Exp.	4,631.59	7,946.26	948.51	952.26	234.23
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	2,164.46	.....	.....	.....	.....
Total Plant	278,033.96	345,364.07	13,248.70	18,434.82	5,991.70
Bank and Cash Balance	1,483.30	2,924.97	903.70	597.06	88.36
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	17,966.94	15,392.76	2,609.40	2,159.48	.....
Inventories	.....	.....	.....	17.77	.....
Sinking Fund on Local Debentures	.....	.....	.....	.....	.....
Equity in Hydro System	.....	263.23	.....	.....	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	1,807.30	.....	.....	.....	.....
Total Assets	299,291.50	363,945.03	16,761.80	21,209.13	6,080.06
Deficit	.....	.....	.....	.....	.....
Total	299,291.50	363,945.03	16,761.80	21,209.13	6,080.06
LIABILITIES					
Debenture Balance	126,865.06	116,513.51	9,853.87	8,821.96	5,516.19
Accounts Payable	1,807.30	7,064.72	945.06	836.27	54.06
Bank Overdraft	.....	52,376.85	.....	.....	.....
Other Liabilities	.....	.....	64.74	.....	.....
Total Liabilities	128,672.36	175,955.08	10,863.67	9,658.23	5,570.25
RESERVES					
Reserve for Depreciation	38,830.65	41,253.65	420.00	1,128.00	.....
Reserve for Equity in H.E.P.C. Sys	.....	263.23	.....	.....	.....
Res. for Equity in H.E.P.C.(Rural)	.....	.....	.....	.....	.....
Total Reserves	38,830.65	41,516.88	420.00	1,128.00	.....
SURPLUS					
Debentures Paid	78,377.94	88,729.49	982.78	2,014.69	509.81
Local Sinking Fund	.....	.....	.....	.....	.....
Additional Operating Surplus	53,410.55	57,743.58	4,495.35	8,408.21	.....
Total Surplus	131,788.49	146,473.07	5,478.13	10,422.90	509.81
Total Liabilities—Res. and Surplus	299,291.50	363,945.03	16,761.80	21,209.13	6,080.06
Percentage of Net Debt to Total Assets	42.9	48.4	64.8	45.6	91.6

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Norwich ship	South Norwich Township		Norwich 1,237		Oil Springs 443	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c,	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	910.40	922.30	42.00	42.00
.....	.....	.....	.....	.....	.....	.....
1,111.96	1,989.03	1,989.03	7,616.66	7,643.02	7,388.73	10,464.71
.....	.....	.....	.....	.....	.....	.....
3,627.17	2,411.09	2,411.09	2,799.78	2,811.32	2,636.14	4,727.83
1,018.34	479.00	479.00	3,984.09	4,723.16	1,021.06	2,418.54
.....	.....	.....	795.97	824.16	276.29	276.29
.....	.....	.....	1,956.25	1,956.25	.....	.....
234.23	339.84	339.84	1,117.34	1,599.84	1,469.24	1,783.58
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	3,509.82	3,509.82	.....	.....
5,991.70	5,218.96	5,218.96	22,690.31	23,989.87	12,833.46	19,712.95
88.36	.....	.....	3,671.12	1,233.85	.....	1,476.38
.....	.....	.....	.....	3,000.00	.....	.....
.....	.....	.....	6,883.57	8,669.75	385.01	235.13
.....	.....	.....	837.45	832.17	.....	2,643.61
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	1,656.49	2,286.19	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	54.06	.....	.....
6,080.06	5,218.96	5,218.96	35,738.94	40,065.89	13,218.47	24,068.07
.....	.....	.....	.....	.....	.....	.....
6,080.06	5,218.96	5,218.96	35,738.94	40,065.89	13,218.47	24,068.07
5,321.66	4,726.91	4,542.85	11,601.00	11,286.20	8,810.74	15,188.85
54.06	.....	.....	1,224.79	960.25	1,476.60	4,199.31
.....	.....	.....	.....	.....	546.10	.....
.....	.....	.....	.....	.....	.....	.....
5,375.72	4,726.91	4,542.85	12,825.79	12,246.45	10,833.44	19,388.16
.....	.....	.....	8,190.56	11,160.56	816.00	1,409.00
.....	.....	.....	1,656.49	2,286.19	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	9,847.05	13,446.75	816.00	1,409.00
704.34	492.05	676.11	2,155.00	2,469.80	1,189.26	1,532.46
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	10,911.10	11,902.89	379.77	1,738.45
704.34	492.05	676.11	13,066.10	14,372.69	1,569.03	3,270.91
6,080.06	5,218.96	5,218.96	35,738.94	40,065.89	13,218.47	24,068.07
88.5	90.5	86.0	35.8	30.5	81.9	80.8

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Otterville		Palmerston		Paris
Population	P.V.		1,850		4,346
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					7,626.26
Sub-Station Equipment			691.88	691.88	10,948.32
Distribution System, Overhead	3,195.01	3,523.26	12,651.28	13,346.71	34,895.71
Dist. System, Underground					
Line Transformers	1,588.47	1,659.55	3,000.88	3,514.53	12,260.62
Meters	1,006.93	1,121.93	3,550.87	4,191.64	10,802.19
Street Light Equipment, Regular	215.60	244.94	746.32	746.32	2,265.20
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	142.00	142.00	1,638.06	1,638.06	211.32
Steam or Hydraulic Plant					
Old Plant			4,018.71	4,018.71	16,684.76
Total Plant	6,148.01	6,691.68	26,298.00	28,147.85	95,694.38
Bank and Cash Balance	565.09	421.39	982.86	1,362.12	5,099.86
Securities and Investments	1,000.00	2,000.00			6,000.00
Accounts Receivable	341.57	177.04	232.69	6,093.29	2,542.11
Inventories	14.77	30.75	6,200.08	4,322.09	
Sinking Fund on Local Debentures					18,043.39
Equity in Hydro System					424.14
Equity in Rural Lines					
Other Assets					
Total Assets	8,069.44	9,320.86	33,713.63	39,925.35	127,803.88
Deficit					
Total	8,069.44	9,320.86	33,713.63	39,925.35	127,803.88
LIABILITIES					
Debenture Balance	3,810.41	3,646.71	10,496.54	9,302.09	47,305.50
Accounts Payable	50.00		4,193.87	3,597.45	
Bank Overdraft					
Other Liabilities					
Total Liabilities	3,860.41	3,646.71	14,690.41	12,899.54	47,305.01
RESERVES					
Reserve for Depreciation	854.00	1,140.00	3,811.00	4,826.00	20,802.00
Reserve for Equity in H.E.P.C. Sys					424.14
Res. for Equity in H.E.P.C.(Rural)					
Total Reserves	854.00	1,140.00	3,811.00	4,826.00	21,226.14
SURPLUS					
Debentures Paid	689.59	853.29	11,503.46	12,697.91	29,694.99
Local Sinking Fund					18,043.39
Additional Operating Surplus	2,665.44	3,680.86	3,708.76	9,501.90	11,534.35
Total Surplus	3,355.03	4,534.15	15,212.22	22,199.81	59,272.73
Total Liabilities—Res. and Surplus	8,069.44	9,320.86	33,713.63	39,925.35	127,803.88
Percentage of Net Debt to Total Assets	47.8	39.2	43.5	32.4	37.1

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Paris	Parkhill		Petrolia		Plattsville	
	1,194		2,964		P.V.	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
2,626.26	.....	.....	.....	900.00	.....	.....
10,959.86	.....	.....	2,361.84	2,403.55	.....	.....
42,231.09	11,806.90	12,438.35	24,871.82	26,419.82	2,522.10	2,949.66
.....	.....	.....	.....	.....	.....	.....
13,583.15	2,136.65	2,092.56	15,527.35	17,125.22	906.14	906.14
12,541.16	1,894.20	2,467.13	7,760.78	9,420.19	1,086.58	1,252.80
2,400.94	823.68	823.68	818.01	985.28	133.65	133.65
6,647.54	.....	.....	3,864.07	3,864.07	.....	.....
350.20	255.50	1,251.77	4,485.76	4,885.19	535.92	535.92
.....	.....	.....	.....	.....	.....	.....
16,684.76	.....	.....	3,389.94	3,389.94	.....	.....
113,033.96	16,916.93	19,073.49	63,079.37	69,363.26	5,184.39	5,778.17
32.35	1,588.13	.....	.....	.....	1,116.78	.....
3,000.00	.....	.....	.....	.....	.....	.....
.....	119.53	2,663.89	425.83	3,614.24	644.04	271.36
26.57	.....	.....	7,955.75	8,148.61	.....	.....
21,004.82	.....	.....	.....	.....	.....	.....
1,037.82	.....	.....	.....	.....	461.85	977.92
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
138,135.52	18,624.59	21,737.38	71,460.95	81,156.11	7,407.06	7,027.45
.....	.....	.....	.....	.....	883.72	1,525.75
138,135.52	18,624.59	21,737.38	71,460.95	81,156.11	8,290.78	8,553.20
45,171.54	11,327.88	10,961.27	45,519.39	44,373.07	4,700.85	4,595.22
907.46	5,743.50	3,860.51	1,245.53	.....	1,416.85	873.11
.....	.....	.....	1,004.57	2,361.25	.....	46.19
.....	.....	1,850.00	.....	.....	.....	.....
46,079 00	17,071.38	16,671.78	47,769.49	46,734.32	6,117.70	5,514.42
23,804.00	.....	670.00	8,134.00	10,274.28	1,175.08	1,419.08
1,037.82	.....	.....	.....	.....	461.85	977.92
.....	.....	.....	.....	.....	.....	.....
24,841.82		670.00	8,134.00	10,274.28	1,636.93	2,397.00
31,828.46	345.84	712.45	4,480.61	5,626.93	536.15	641.78
21,004.82	.....	.....	.....	.....	.....	.....
14,381.42	1,207.37	3,683.15	11,076.85	18,520.58	.....	.....
67,214.70	1,553.21	4,395.60	15,557.46	24,147.51	536.15	641.78
138,135.52	18,624.59	21,737.38	71,460.95	81,156.11	8,290.78	8,553.20
33.4	91.6	77.0	66.8	57.5	88.1	78.4

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality / Population	Point Edward 1,034		Port Colborne 2,956		Port Credit 1,044
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					675.00
Sub-Station Equipment					
Distribution System, Overhead	7,470.26	7,856.34	25,401.31	31,856.07	9,538.84
Dist. System, Underground					
Line Transformers	3,584.50	3,584.50	4,181.67	6,644.54	1,479.17
Meters	2,067.94	2,312.59	6,113.22	8,087.18	2,435.72
Street Light Equipment, Regular	395.80	467.55	211.12	723.92	541.47
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	366.39	366.39	4,247.13	4,457.13	626.31
Steam or Hydraulic Plant					
Old Plant			9,929.60	9,929.60	
Total Plant	13,884.89	14,587.37	50,084.05	61,698.44	15,296.51
Bank and Cash Balance			235.00	170.00	1,518.80
Securities and Investments					1,800.00
Accounts Receivable			393.41	745.69	1,819.71
Inventories			418.26	3,215.81	
Sinking Fund on Local Debentures					
Equity in Hydro System					305.66
Equity in Rural Lines					
Other Assets					
Total Assets	13,884.89	14,587.37	51,130.72	65,829.94	20,740.68
Deficit					
Total	13,884.89	14,587.37	51,130.72	65,829.94	20,740.68
LIABILITIES					
Debenture Balance	5,927.36	5,672.73	38,852.83	49,642.56	6,938.71
Accounts Payable	4,038.37	4,201.81	5,723.64		1,486.01
Bank Overdraft			4,195.56	7,387.70	
Other Liabilities			235.00	155.00	
Total Liabilities	9,965.73	9,874.54	49,007.03	57,185.26	8,424.72
RESERVES					
Reserve for Depreciation	1,781.00	2,438.00		1,892.00	4,304.00
Reserve for Equity in H.E.P.C. Sys					305.66
Res. for Equity in H.E.P.C.(Rural)					
Total Reserves	1,781.00	2,438.00		1,892.00	4,609.66
SURPLUS					
Debentures Paid	1,072.64	1,327.27	1,147.17	2,357.44	1,561.29
Local Sinking Fund					
Additional Operating Surplus	1,065.52	947.56	976.52	4,395.24	6,145.01
Total Surplus	2,138.16	2,274.83	2,123.69	6,752.68	7,706.30
Total Liabilities—Res. and Surplus	13,884.89	14,587.37	51,130.72	65,829.94	20,740.68
Percentage of Net Debt to Total Assets	71.7	67.7	96.0	87.0	41.2

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Port Credit	Port Dalhousie 1,565		Queenston P.V.	Port Dover 1,358	Port Stanley 797	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
675.00	.....	.....	.....	.....	1,505.38	1,505.38
.....	.....	.....	.....	.....	.....	.....
10,203.96	4,156.94	4,501.10	6,006.62	17,685.88	11,509.68	14,532.87
.....	.....	.....	.....	.....	.....	.....
1,787.03	3,757.52	3,957.52	811.89	3,931.05	4,594.69	4,932.28
3,147.35	4,015.93	4,311.43	772.48	955.86	2,430.02	2,889.21
544.72	509.05	509.05	395.59	1,431.76	654.10	766.67
.....	.....	.....	.....	.....	.....	.....
626.31	1,241.16	1,491.16	1,948.71	930.93	5,517.16	5,606.55
.....	.....	.....	.....	.....	.....	.....
.....	6,018.38	6,018.38	.....	.....	577.51	577.51
16,984.37	19,698.98	20,788.64	9,935.29	24,935.48	26,788.54	30,810.47
1,567.49	457.42	1,422.55	615.51	92.01	118.60	745.95
3,800.00	.....	.....	.....	.....	3,419.25	.....
.....	144.36	212.78	50.75	39.93	1,499.80	2,115.47
.....	.....	.....	12.83	.....	143.50	276.03
.....	.....	.....	.....	.....	.....	.....
455.91	.....	.....	.....	.....	1,962.33	2,718.56
.....	701.26	834.33	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
22,807.77	21,002.02	23,258.30	10,614.38	25,067.42	33,932.02	36,666.48
.....	981.26	542.20	.....	.....	.....	.....
22,807.77	21,983.28	23,800.50	10,614.38	25,067.42	33,932.02	36,666.48
6,676.13	10.393.13	14,928.67	8,000.00	21,000.00	15,506.96	15,049.59
405.69	5,253.51	1,497.37	2,039.75	3,485.72	5.00	474.17
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	581.70	.....	.....
7,081.82	15,646.64	16,426.04	10,039.75	25,067.42	15,511.96	15,523.76
5,069.94	3,528.51	3,968.80	.....	.....	6,356.00	7,265.25
455.91	.....	.....	.....	.....	1,962.33	2,718.56
.....	701.26	834.33	.....	.....	.....	.....
5,525.85	4,229.77	4,803.13	.....	.....	8,318.33	9,983.81
1,823.87	2,106.87	2,571.33	.....	.....	3,443.04	3,900.41
.....	.....	.....	.....	.....	.....	.....
8,376.23	.....	.....	574.63	.....	6,658.69	7,258.50
10,200.10	2,106.87	2,571.33	574.63	.....	10,101.73	11,158.91
22,807.77	21,983.28	23,800.50	10,614.38	25,067.42	33,932.02	36,666.48
31.1	74.5	70.5	94.5	100.0	48.5	42.3

Comparative Balance Sheets of Electric Departments

STATEMENT

NIAGARA SYSTEM—Continued

Municipality	Preston		Princeton		Ridgetown
Population	5,355		P.V.		2,256
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					
Sub-Station Equipment	13,959.70	14,018.83			889.26
Distribution System, Overhead	46,067.57	51,748.76	2,002.42	2,002.42	10,923.47
Dist. System, Underground					
Line Transformers	21,754.79	23,515.69	296.86	296.86	4,260.43
Meters	15,948.48	18,770.93	552.14	552.14	4,097.79
Street Light Equipment, Regular	3,269.36	3,476.90	116.30	116.30	826.92
Street Light Equip., Ornamental		3,874.86			1,319.10
Miscellaneous Construction Exp	5,730.84	6,399.23	64.35	64.35	363.25
Steam or Hydraulic Plant					
Old Plant	23,549.22	23,549.22			5,131.16
Total Plant	130,279.96	145,354.42	3,032.07	3,032.07	27,811.38
Bank and Cash Balance	222.36	1,689.01	650.74	476.43	6,282.20
Securities and Investments					3,500.00
Accounts Receivable	23,065.79	1,380.58	521.77	521.77	1,754.50
Inventories				38.64	2,733.18
Sinking Fund on Local Debentures					
Equity in Hydro System	6,514.42	8,735.89	186.96	372.15	
Equity in Rural Lines	1,412.53				
Other Assets					
Total Assets	161,495.06	157,159.90	4,391.54	4,441.06	42,081.26
Deficit			1,048.93	1,316.64	
Total	161,495.06	157,159.90	5,440.47	5,757.70	42,081.26
LIABILITIES					
Debenture Balance	60,925.82	56,651.70	3,186.54	3,114.93	15,594.32
Acounts Payable		4,021.00	1,045.51	1,033.55	
Bank Overdraft	4,981.46				
Other Liabilities					1,319.10
Total Liabilities	65,917.28	60,672.70	4,232.05	4,148.48	16,913.42
RESERVES					
Reserve for Depreciation	33,581.00	35,125.96	658.00	802.00	3,821.00
Reserve for Equity in H.E.P.C. Sys	6,514.42	8,735.89	186.96	372.15	
Res. forEquity in H.E.P.C.(Rural)	1,412.53				
Total Reserves	41,507.95	43,861.85	844.96	1,174.15	3,821.00
SURPLUS					
Debentures Paid	27,929.69	32,213.81	363.46	435.07	3,861.67
Local Sinking Fund					
Additional Operating Surplus	26,140.14	20,411.54			17,485.17
Total Surplus	54,069.83	52,625.35	363.46	435.07	21,346.84
Total Liabilities—Res and Surplus	161,495.06	157,159.90	5,440.47	5,757.70	42,081.26
Percentage of Net Debt to Total Assets	40.8	38.7	100.6	93.5	40.2

of Hydro Municipalities as at December 31st, 1921

"A"—Continued

Ridgetown	Rockwood		Rodney		Sarnia	
	P.V.		676		13,870	
1921	1920	1921	1920	1921	1920	1921
.....	79.00	79.00	.....	.....	61,838.74	67,232.67
889.25	.....	.....	.....	.....	74,185.23	85,016.46
11,338.25	4,966.73	5,536.74	5,809.83	6,034.78	105,466.74	118,125.29
.....	.....	.....	.....	.....	.....	.....
4,383.72	1,211.93	1,211.93	1,421.85	1,421.85	50,864.06	58,366.12
5,043.74	1,272.73	1,521.21	1,827.34	2,039.48	37,731.80	45,307.09
896.88	257.50	316.46	518.74	528.94	4,861.31	4,796.01
1,319.10	.....	.....	.....	.....	7,482.11	7,482.11
363.25	308.05	308.05	679.09	679.09	16,205.81	19,215.34
.....	.....	.....	.....	.....	.....	.....
5,128.46	.....	.....	700.00	700.00	56,098.96	56,249.50
29,362.66	8,095.94	8,973.39	10,956.85	11,404.14	414,734.76	461,790.59
3,453.31	.....	68.62	466.01	318.79	6,143.48	3,650.62
8,500.00	.....	.....	.....	.....	.....	.....
1,472.71	.....	311.59	1,447.57	2,842.10	34,218.22	37,890.12
4,155.57	79.25	177.80	53.25	.....	12,318.40	6,607.88
.....	.....	.....	.....	.....	.....	.....
730.62	392.34	627.27	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
47,674.87	8,567.53	10,158.67	12,923.68	14,565.03	467.414.86	509,939.21
.....	.....	.....	.....	.....	.....	.....
47,674.87	8,567.53	10,158.67	12,923.68	14,565.03	467,414.86	509,939.21
14,697.64	266.80	.....	7,990.48	7,845.12	278,177.00	268,819.05
.....	.....	1,585.67	637.92	.....	27,801.53	19,931.95
.....	.....	.....	.....	.....	.....	.....
1,319.00	.....	.....	.....	.....	23,871.67	14,008.23
16,016.74	1,969.75	1,585.67	8,628.40	7,845.12	329,850.20	302,759.23
4,864.00	2,103.00	2,513.00	1,047.00	1,481.00	34,854.00	47,791.00
730.62	392.34	627.27	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
5,594.62	2,495.34	3,140.27	1,047.00	1,481.00	34,854.00	47,791.00
4,758.35	1,733.20	2,000.00	509.52	654.88	19,823.00	29,180.95
.....	.....	.....	.....	.....	.....	.....
21,305.16	2,369.24	3,432.73	2,738.76	4,584.03	82,887.66	130,208.03
26,063.51	4,102.44	5,432.73	3,248.28	5,238.91	102,710.66	159,388.98
47,674.87	8,567.53	10,158.67	12,923.68	14,565.03	467,414.86	509,939.21
33.6	24.1	15.5	66.7	53.8	70.5	59.4

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Scarboro Township		Seaforth		Simcoe
Population			1,981		3,946
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	.....	.....	1,251.57	1,251.57	1,496.75
Sub-Station Equipment	.....	.....	5,995.27	5,995.27	5,611.99
Distribution System, Overhead	17,825.97	24,468.50	18,625.65	22,561.59	18,513.46
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	6,200.57	7,975.82	6,474.14	6,474.14	5,512.15
Meters	8,631.14	12,751.93	5,823.74	6,519.82	4,650.35
Street Light Equipment, Regular	2,638.91	4,448.02	939.84	1,055.71	1,506.26
Street Light Equip., Ornamental	.....	.....	.....	.....	2,527.16
Miscellaneous Construction Exp.	862.05	862.05	355.98	355.98	3,788.62
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	.....	.....	.....	.....	927.92
Total Plant	36,158.64	50,506.32	39,466.19	44,214.08	44,534.66
Bank and Cash Balance	.....	4,650.82	682.42	665.39	531.94
Securities and Investments	.....	.....	5,000.00	11,000.00	8,000.00
Accounts Receivable	2,186.36	2,770.40	8,710.24	3,591.12	5,889.86
Inventories	.....	.....	4,717.23	3,091.75	15.49
Sinking Fund on Local Debentures	.....	.....	6,438.95	5,351.67	.....
Equity in Hydro System	.....	.....	.....	7,971.16	.....
Equity in Rural Lines	1,508.41	2,046.48	.....	.....	.....
Other Assets	.....	.....	.....	.....	.....
Total Assets	39,853.41	59,974.02	70,642.17	75,885.17	58,971.95
Deficit	1,635.77	72.78	.....	.....	.....
Total	41,489.18	60,046.80	70,642.17	75,885.17	58,971.95
LIABILITIES					
Debenture Balance	16,975.58	39,781.85	25,000.00	25,000.00	35,434.90
Accounts Payable	4,688.35	7,796.49	.....	.....	486.03
Bank Overdraft	13,709.42	.....	.....	.....	.....
Other Liabilities	.....	1,625.83	.....	.....	3,500.00
Total Liabilities	35,373.35	49,204.17	25,000.00	25,000.00	39,420.93
RESERVES					
Reserve for Depreciation	3,083.00	6,078.00	13,188.00	14,746.25	6,204.50
Reserve for Equity in H.E.P.C. Sys	.....	.....	6,438.95	7,971.16	.....
Res. for Equity in H.E.P.C.(Rural)	1,508.41	2,046.48	.....	.....	.....
Total Reserves	4,591.41	8,124.48	19,626.95	22,717.41	6,204.50
SURPLUS					
Debentures Paid	1,524.42	2,718.15	.....	.....	.....
Local Sinking Fund	.....	.....	4,717.23	5,351.67	.....
Additional Operating Surplus	.....	.....	21,297.99	22,816.09	13,346.52
Total Surplus	1,524.42	2,718.15	26,015.22	28,167.76	13,346.52
Total Liabilities—Res. and Surplus	41,489.18	60,046.80	70,642.17	75,885.17	58,971.95
Percentage of Net Debt to Total Assets	88.8	82.0	35.4	32.9	67.1

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Simcoe	Springfield 470		St. Catharines 19,862		St. George P.V.	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,496.75	.....	.....	39,247.02	38,247.02	.....	.....
5,611.99	.....	.....	58,760.22	69,419.56	.....	.....
20,141.33	4,195.51	4,158.22	136,484.31	143,546.52	3,114.31	3,195.53
.....	.....	.....	.....	.....	.....	.....
8,569.68	671.74	671.74	45,443.52	49,386.41	851.31	1,175.69
6,201.31	734.07	863.76	42,737.69	46,545.48	1,157.31	1,345.34
1,673.24	199.52	269.42	10,259.06	10,724.25	218.11	218.11
2,527.16	.....	.....	10,407.20	11,227.12	.....	.....
3,836.57	675.08	675.08	37,253.90	36,516.91	374.18	374.18
.....	.....	.....	.....	.....	.....	.....
927.92	.....	.....	.....	.....	.....	.....
50,985.95	6,474.92	6,638.22	380,592.92	405,613.27	5,715.22	6,308.85
.....	312.31	224.78	.....	1,910.13	2,146.42	70.73
11,000.00	.....	.....	.....	.....	3,000.00	5,000.00
1,489.97	463.79	.....	11,204.71	13,684.84	690.26	256.47
.....	196.52	.....	2,413.09	1,546.09	42.04	405.20
.....	.....	.....	18,622.31	21,785.16	.....	.....
284.71	.....	.....	.....	.....	.....	215.34
.....	211.73	.....	995.09	1,329.92	.....	.....
.....	.....	.....	.....	.....	.....	.....
63,760.63	7,659.07	6,863.00	413,828.12	445,869.41	11,593.94	12,256.59
.....	.....	.....	.....	.....	.....	.....
63,760.63	7,659.07	6,863.00	413,828.12	445,869.41	11,593.94	12,256.59
35,434.90	3,286.53	2,803.35	218,802.15	214,872.39	5,429.41	5,315.19
1,361.14	1,028.06	381.92	9,737.91	20,793.27	51.94	71.71
1,899.54	.....	.....	118.64	.....	.....	.....
3,500.00	.....	.....	13,407.20	10,407.20	.....	.....
42,195.58	4,314.59	3,185.27	242,065.90	246,072.86	5,481.35	5,386.90
7,727.57	.....	.....	49,246.44	59,488.44	1,091.00	1,372.00
284.71	211.73	.....	.....	.....	.....	215.34
.....	.....	.....	995.09	1,329.92	.....	.....
8,012.28	211.73	.....	50,241.53	60,818.36	1,091.00	1,587.34
.....	1,713.47	2,196.65	13,220.76	17,150.52	570.59	684.81
.....	.....	.....	18,622.31	21,785.16	.....	.....
13,552.77	1,419.28	1,481.08	89,677.62	100,042.51	4,451.00	4,597.54
13,552.77	3,132.75	3,677.73	121,520.69	138,978.19	5,021.59	5,282.35
63,760.63	7,659.07	6,863.00	413,828.12	445,869.41	11,593.94	12,256.59
66.2	65.9	46.4	58.5	55.3	47.2	43.9

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	St. Jacobs		St. Marys		St. Thomas
Population	P.V.		4,004		17,850
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings			3,000.00	3,000.00	35,372.95
Sub-Station Equipment			15,832.26	23,305.78	65,779.03
Distribution System, Overhead	3,482.98	3,524.40	30,609.52	32,466.25	83,025.92
Dist. System, Underground					9,925.36
Line Transformers	877.50	904.72	11,375.67	11,855.98	23,834.08
Meters	1,021.20	1,132.00	13,441.83	14,932.57	40,407.26
Street Light Equipment, Regular	263.53	263.53	2,196.84	2,217.66	13,121.74
Street Light Equip., Ornamental					7,525.69
Miscellaneous Construction Exp.	452.22	452.22	3,028.36	3,432.60	7,908.39
Steam or Hydraulic Plant					
Old Plant			20,696.85	20,696.85	791.95
Total Plant	6,097.43	6,276.87	100,181.33	111,907.69	287,692.37
Bank and Cash Balance	3,036.54	1,055.89			
Securities and Investments		3,000.00			33,306.81
Accounts Receivable	508.14	298.73	323.53	2,376.93	34,337.45
Inventories			1,668.26	2,568.37	16,523.51
Sinking Fund on Local Debentures			4,222.91	4,868.51	
Equity in Hydro System			5,324.51	7,458.60	15,920.00
Equity in Rural Lines					229.67
Other Assets					
Total Assets	9,642.09	10,631.49	111,720.54	129,180.10	388,009.51
Deficit					
Total	9,642.09	10,631.49	111,720.54	129,180.10	388,009.51
LIABILITIES					
Debenture Balance	5,454.79	5,252.70	37,823.81	44,037.20	96,624.21
Accounts Payable		105.45	753.09	326.42	10,757.20
Bank Overdraft			1,860.36	1,957.90	3,265.66
Other Liabilities					
Total Liabilities	5,454.79	5,358.15	40,437.26	46,321.52	110,647.07
RESERVES					
Reserve for Depreciation	737.00	944.00	24,725.99	28,293.72	61,800.00
Reserve for Equity in H.E.P.C. Sys			5,324.51	7,458.60	15,920.00
Res. for Equity in H.E.P.C.(Rural)					229.67
Total Reserves	737.00	944.00	30,050.50	35,752.32	77,949.67
SURPLUS					
Debentures Paid	545.21	747.30	33,423.21	35,209.82	46,460.22
Local Sinking Fund			4,222.91	4,868.51	
Additional Operating Surplus	2,905.09	3,582.04	3,586.66	7,027.93	152,952.55
Total Surplus	3,450.30	4,329.34	41,232.78	47,106.26	199,412.77
Total Liabilities—Res. and Surplus	9,642.09	10,631.49	111,720.54	129,180.10	388,009.51
Percentage of Net Debt to Total Assets	56.6	50.4	36.2	35.8	30.7

"A"—Continued.

of Hydro Municipalities as at December 31st, 1921

St. Thomas	Stamford Township		Stratford 18,871		Strathroy 2,654	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
39,537.40	388.80	3,040.54	44,448.44	82,729.04	1,070.00	1,070.00
69,697.91	4,671.39	5,632.21	53,114.64	60,565.85	7,842.31	8,061.36
86,473.97	25,193.96	32.819.69	110,527.44	118,078.44	23,711.60	23,711.60
9,974.22	.....	.....	.....	.....	21,237.04	.....
27,840.96	8,287.54	10,855.36	31,060.09	36,633.32	9,440.83	11,989.18
45,906.72	6,489.74	8,377.59	48,104.18	54,682.90	7,718.71	9,379.04
13,122.03	1,543.06	1,624.87	6,089.46	6,114.96	1,566.10	1,566.10
7,538.63	.....	.....	11,075.05	11,075.05	.....	.....
5,905.10	4,510.02	6,166.13	13,736.03	13,466.05	694.30	694.30
.....	.....	.....	.....	.....	.....	.....
.....	9,497.66	15,127.16	16,260.00	16,260.00	12,343.15	12,343.15
305,996.94	60,582.17	83,643.55	334,415.01	399,605.61	61,912.44	68,814.73
2,697.77	.....	.....	30,284.61	630.51	.....	137.79
33,306.81	.....	.....	.....	23,000.00	.....	3,000.00
23,240.53	4,970.58	4,867.31	31,144.71	14,557.56	10,110.18	368.74
26,331.80	24.11	.....	2,530.39	6,093.55	11,075.54	11,342.02
.....	.....	.....	38,827.83	44,661.46	.....	.....
20,231.24	.....	.....	13,503.54	17,923.12	1,189.60	1,304.68
.....	.....	.....	568.61	664.39	.....	.....
.....	.....	.....	.....	.....	.....	.....
411,805.09	65,576.86	88,510.86	451,274.70	507,136.20	84,287.76	84,967.96
.....	.....	.....	.....	.....	.....	.....
411,805.09	65,576.86	88,510.86	451,274.70	507,136.20	84,287.76	84,967.96
91,426.76	46,431.99	45,033.04	222,000.00	222,000.00	38,489.67	36,641.66
22,026.64	482.50	22,198.73	16,587.36	21,587.36	3,799.07	.....
.....	2,883.98	2,111.05	.....	24,000.00	2,012.17	.....
.....	.....	9.00	.....	.....	.....	.....
111,453.40	49,798.47	69,351.82	238,587.36	267,587.36	44,300.91	36,641.66
66,955.36	4,847.24	7,003.48	70,797.04	81,804.92	9,455.00	11,955.00
20,231.24	.....	.....	13,503.54	17,923.12	1,189.60	1,304.68
.....	.....	.....	568.61	664.39	.....	.....
87,186.60	4,847.24	7,003.48	84,869.19	100,392.43	10,644.60	13,259.68
51,657.67	1,568.01	2,966.96	43,800.00	43,800.00	7,742.33	9,590.34
.....	.....	.....	38,827.83	44,661.46	.....	.....
161,507.42	9,363.14	9,188.60	45,190.32	50,694.95	21,599.92	25,476.28
213,165.09	10,931.15	12,155.56	127,818.15	139,156.41	29,342.25	35,066.62
411,805.09	65,576.86	88,510.86	451,274.70	507,136.20	84,287.76	84,967.96
27.1	75.9	78.4	54.4	52.7	53.3	43.2

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality Population	Tavistock 1,003		Thamesford P.V.		Thamesville 807
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	234.02	234.02			
Sub-Station Equipment					
Distribution System, Overhead	6,096.09	6,406.49	4,229.49	4,546.87	4,545.12
Dist. System, Underground					
Line Transformers	1,365.82	1,680.01	1,741.01	2,061.98	2,448.34
Meters	368.74	2,737.64	1,146.12	1,221.19	1,754.51
Street Light Equipment, Regular	666.39	711.93	176.85	176.85	325.94
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	570.89	570.89	214.02	214.02	561.75
Steam or Hydraulic Plant					
Old Plant					4,258.80
Total Plant	11,301.95	12,340.98	7,507.49	8,220.91	13,894.46
Bank and Cash Balance	3,858.90	3,387.76	1,218.07	1,476.61	
Securities and Investments		7,050.00			
Accounts Receivable	6,156.59	1,118.77	191.49	218.21	830.30
Inventories	276.80	286.13	24.71	26.30	432.50
Sinking Fund on Local Debentures					
Equity in Hydro System			266.34	614.55	
Equity in Rural Lines					
Other Assets					7.77
Total Assets	21,594.24	24,183.64	9,208.10	10,556.58	15,165.03
Deficit					
Total	21,594.24	24,183.64	9,208.10	10,556.58	15,165.03
LIABILITIES					
Debenture Balance	5,610.74	5,500.97	4,641.81	4,414.80	9,775.78
Accounts Payable	25.00				1,665.27
Bank Overdraft					186.11
Other Liabilities					
Total Liabilities	5,635.74	5,500.97	4,641.81	4,414.80	11,627.16
RESERVES					
Reserve for Depreciation	1,620.00	2,135.00	1,945.08	2,173.69	2,097.00
Reserve for Equity in H.E.P.C. Sys			266.34	614.55	
Res. for Equity in H.E.P.C.(Rural)					
Total Reserves	1,620.00	2,135.00	2,211.42	2,788.24	2,097.00
SURPLUS					
Debentures Paid	389.26	499.03	716.22	943.23	1,412.02
Local Sinking Fund					
Additional Operating Surplus	13,949.24	16,048.64	1,638.65	2,410.31	28.85
Total Surplus	14,338.50	16,547.67	2,354.87	3,353.54	1,440.87
Total Liabilities—Res. and Surplus	21,594.24	24,183.64	9,208.10	10,556.58	15,165.03
Percentage of Net Debt to Total Assets	26.1	22.7	51.9	41.7	76.6

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Thames-ville	Thorndale P.V.		Thorold 5,514	Tilbury 1,749		Townsend Township	
1921	1920	1921	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	957.46	957.46	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
5,003.58	2,055.26	2,171.10	18,506.43	5,637.89	6,607.56	853.71	853.71
.....	.....	.....	.....	.....	.....	.....	.....
2,448.34	939.20	939.20	5,594.34	2,324.62	3,966.51	1,154.45	1,154.45
2,143.88	1,005.12	1,029.02	11,970.39	2,364.78	3,265.80	269.74	269.74
325.94	80.36	80.36	1,530.68	194.49	237.09	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
561.75	305.63	305.63	3,800.00	1,159.48	1,159.48	85.55	85.55
.....	.....	.....	13,075.00	.....	.....	.....	.....
4,232.38	.....	.....	.....	3,553.47	3,053.47	.....	.....
14,715.87	4,385.57	4,525.31	54,476.84	16,192.19	19,247.37	2,363.45	2,363.45
1,317.25	643.50	472.74	384.25	570.44	.....	.....	.....
.....	.....	.....	.....	500.00	.....	.....	.....
984.48	263.78	.....	862.39	.....	.....	236.55	1,242.55
425.28	40.80	39.97	281.10	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
369.27	524.31	1,050.81	.....	.....	513.89	.....	.....
.....	.....	.....	.....	.....	.....	230.60	301.02
7.77	.....	.....	.....	.....	.....	.....	.....
17,819.92	5,857.96	6,088.83	56,004.58	17,262.63	19,761.26	2,830.60	3,907.02
.....	.....	338.62	.....	2,862.60	267.79	.....	.....
17,819.92	5,857.96	6,427.45	56,004.58	20,125.23	20,029.05	2,830.60	3,907.02
9,452.92	2,728.75	2,602.22	2,103.54	12,622.27	12,286.55	2,454.40	2,374.98
.....	1,413.35	1,356.50	.....	3,888.23	2,638.05	.....	.....
.....	.....	.....	.....	.....	31.11	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
9,452.92	4,142.10	3,958.72	2,103.54	16,510.50	14,955.71	2,454.40	2,374.98
2,414.86	736.66	933.66	16,579.00	2,237.00	2,846.00	.....	1,006.00
369.27	524.31	1,050.81	.....	.....	513.89	.....	.....
.....	.....	.....	.....	.....	.....	230.60	301.02
2,784.13	1,260.97	1,984.47	16,579.00	2,237.00	3,359.89	230.60	1,307.02
1,734.88	357.73	484.26	.....	1,377.73	1,713.45	145.60	225.02
.....	.....	.....	.....	.....	.....	.....	.....
3,847.99	97.16	.....	37,322.04	.....	.....	.....	.....
5,582.87	454.89	484.26	37,322.04	1,377.73	1,713.45	145.60	225.02
17,819.92	5,857.96	6,427.45	56,004.58	20,125.23	20,029.05	2,830.60	3,907.02
53.0	77.6	65.0	3.7	95.6	76.0	89.5	60.8

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality / Population	Tillsonburg 3,021		Toronto 512,812		Toronto Twp.
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	2,224.27	2,224.27	1,040,628.53	1,701,146.65	.....
Sub-Station Equipment	12,195.44	14,095.77	1,651,677.02	2,022,680.78	.....
Distribution System, Overhead	25,010.07	27,953.99	3,059,036.74	3,407,521.69	16,950.12
Dist. System, Underground	.....	.....	989,357.85	1,051,715.82	.....
Line Transformers	9,036.73	7,723.49	764,060.37	937,604.29	10,352.37
Meters	7,131.51	7,895.51	1,005,350.80	1,164,537.00	5,871.24
Street Light Equipment, Regular	1,961.25	2,261.84	716,119.60	727,541.22	.....
Street Light Equip., Ornamental	.....	.....	.....	.....	.....
Miscellaneous Construction Exp.	718.50	718.50	1,853,173.38	2,043,767.01	1,021.47
Steam or Hydraulic Plant	.....	.....	38,517.07	38,517.07	.....
Old Plant	.....	.....	19,797.66	17,810.86	619.65
Total Plant	58,277.77	62,873.37	11,137,720.02	13,112,842.39	34,814.85
Bank and Cash Balance	681.23	3,365.36	639,014.52	562,225.87	.....
Securities and Investments	6,000.00	9,000.00	.....	.....	.....
Accounts Receivable	6,011.22	2,906.19	471,493.88	612,946.27	2,772.44
Inventories	2,362.82	1,828.52	699,336.22	786,212.80	.....
Sinking Fund on Local Debentures	3,294.56	3,950.33	1,093,334.77	1,239,614.21	.....
Equity in Hydro System	5,877.20	7,193.69	188,243.53	243,279.95	388.29
Equity in Rural Lines	.....	.....	.....	.....	5,012.83
Other Assets	.....	.....	.....	.....	.....
Total Assets	82,504.80	91,117.46	14,229,142.94	16,557,121.49	42,988.41
Deficit	.....	.....	.....	.....	.....
Total	82,504.80	91,117.46	14,229,142.94	16,557,121.49	42,988.41
LIABILITIES					
Debenture Balance	29,572.29	28,681.79	9,563,897.31	10,737,923.27	10,161.08
Accounts Payable	1,775.17	3,403.58	578,542.54	600,863.78	1,500.00
Bank Overdraft	.....	.....	.....	.....	2,090.93
Other Liabilities	.....	.....	210,744.65	505,608.73	.....
Total Liabilities	31,347.46	32,085.37	10,353,184.50	11,844,395.78	13,752.01
RESERVES					
Reserve for Depreciation	15,451.32	18,459.32	2,153,921.85	2,372,302.10	17,433.93
Reserve for Equity in H.E.P.C. Sys	5,877.20	7,193.69	188,243.53	243,279.95	388.29
Res. for Equity in H.E.P.C.(Rural)	.....	.....	.....	.....	5,012.83
Total Reserves	21,328.52	25,653.01	2,342,165.38	2,615,582.05	22,835.05
SURPLUS					
Debentures Paid	6,427.71	7,318.21	211,102.69	312,076.73	1,838.92
Local Sinking Fund	3,294.56	3,950.33	1,093,334.77	1,239,614.21	.....
Additional Operating Surplus	20,106.55	22,110.54	229,355.60	545,452.72	4,562.43
Total Surplus	29,828.82	33,379.08	1,533,793.06	2,097,143.66	$ 6,401.35
Total Liabilities—Res. and Surplus	82,504.80	91,117.46	14,229,142.94	16,557,121.49	42,988.41
Percentage of Net Debt to Total Assets	40.9	35.1	73.7	71.5	32.2

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Toronto	Vaughan Township		Walkerville 7,469		Wallaceburg 4,119	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	20,150.73	25,104.11	1,735.58	1,735.58
.....	.....	.....	36,791.38	57,391.73	2,234.15	2,234.15
29,564.37	4,160.16	3,727.12	41,834.59	47,296.93	27,459.76	28,996.55
.....	.....	.....	.....	.....	.....	.....
11,976.79	3,075.67	3,170.69	24,602.89	34,333.12	15,231.70	15,868.00
8,226.50	1,285.59	1,481.10	28,908.34	36,261.45	11,136.05	12,449.19
.....	122.54	122.54	.....	.....	1,665.13	1,723.26
.....	.....	.....	51,000.00	51,000.00	.....	.....
1,177.17	499.90	499.90	29,152.88	33,982.18	4,931.79	5,965.94
.....	.....	.....	*50,553.46	*61,050.79	.....	.....
619.65	.....	.....	18,335.05	18,335.05	19,510.49	19,485.49
51,564.48	9,143.86	9,001.35	301,329.32	364,755.36	83,904.65	88,458.16
.....	555.09	1,360.53	50.00	50.00	4,364.44	1,003.63
.....	.....	.....	.....	.....	.....	.....
3,572.55	978.21	1,046.29	43,641.26	65,650.91	16,379.78	24,301.87
.....	.....	.....	14,211.54	18,003.48	11,163.20	6,811.06
.....	.....	.....	.....	.....	.....	.....
696.69	.....	.....	13,787.19	25,003.75	.....	1,727.78
5,947.02	1,102.17	1,526.82	3,645.56	4,412.78	.....	.....
.....	.....	.....	.....	1,553.82	.....	178.96
61,780.74	11,779.33	12,934.99	376,664.87	479,430.10	115,812.07	122,481.46
.....	2,724.25	3,492.98	.....	.....	.....	.....
61,780.74	14,503.58	16,427.97	376,664.87	479,430.10	115,812.07	122,481.46
9,724.53	7,574.51	7,340.80	140,862.17	170,489.74	67,171.08	65,767.82
9,922.11	4,702.79	4,968.53	12,725.22	15,913.52	8,366.63	2,646.25
254.46	.....	.....	2,927.48	28,293.77	.....	.....
.....	.....	.....	52,417.73	51,000.00	.....	.....
19,901.10	12,277.30	12,309.33	208,932.60	265,697.03	75,537.71	68,414.07
21,852.93	698.62	1,932.62	37,561.00	48,466.00	10,470.00	12,343.15
696.69	.....	.....	13,787.19	25,003.75	.....	1,727.78
5,947.02	1,102.17	1,526.82	3,645.56	4,412.78	.....	.....
28,496.64	1,800.79	3,459.44	54,993.75	77,882.53	10,470.00	14,070.93
2,275.47	425.49	659.20	18,396.83	23,769.26	4,365.50	5,768.76
.....	.....	.....	.....	1,437.54	.....	.....
11,107.53	.....	.....	94,341.69	110,643.74	25,438.86	34,227.70
13,383.00	425.49	659.20	112,738.52	135,850.54	29,804.36	39,996.46
61,780.74	14,503.58	16,427.97	376,664.87	479,430.10	115,812.07	122,481.46
32.2	104.2	* 85.4	57.5	55.5	65.2	56.0

* Ford City and Sandwich East.

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	West Lorne		Wellesley		Weston
Population	770		P.V.		3,104
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					3,230.94
Sub-Station Equipment					11,889.20
Distribution System, Overhead	6,095.41	6,195.23	4,311.51	4,363.44	19,002.76
Dist. System, Underground					
Line Transformers	2,531.61	2,641.15	1,311.47	1,311.47	14,523.78
Meters	1,610.83	1,804.12	1,190.29	1,266.99	8,332.60
Street Light Equipment, Regular	566.10	566.10	386.55	386.55	2,189.53
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	199.49	199.49	128.57	128.57	3,642.09
Steam or Hydraulic Plant					
Old Plant	1,250.00	1,250.00			
Total Plant	12,253.44	12,656.09	7,238.39	7,457.02	62,810.90
Bank and Cash Balance	925.48	1,507.51	2,579.48	4,110.59	
Securities and Investments		2,000.00			
Accounts Receivable	1,556.57	2,184.30	1,360.84	38.66	10,904.79
Inventories	48.24	114.89			92.07
Sinking Fund on Local Debentures					
Equity in Hydro System					5,205.09
Equity in Rural Lines					707.87
Other Assets	160.00	160.00			
Total Assets	14,943.73	18,622.79	11,268.71	11,606.27	79,720.72
Deficit					
Total	14,943.73	18,622.79	11,268.71	11,606.27	79,720.72
LIABILITIES					
Debenture Balance	7,557.32	7,429.56	6,608.11	6,365.29	13,697.02
Accounts Payable	713.53	979.99			
Bank Overdraft					1,237.77
Other Liabilities					
Total Liabilities	8,270.85	8,409.55	6,608.11	6,365.29	14,934.79
RESERVES					
Reserve for Depreciation	988.00	1,462.00	1,187.00	1,517.00	17,062.00
Reserve for Equity in H.E.P.C. Sys					5,205.09
Res. for Equity in H.E.P.C. (Rural)					707.87
Total Reserves	988.00	1,462.00	1,187.00	1,517.00	22,974.96
SURPLUS					
Debentures Paid	442.68	570.44	891.89	1,134.71	6,270.86
Local Sinking Fund					
Additional Operating Surplus	5,242.20	8,180.80	2,581.71	2,589.27	35,540.11
Total Surplus	5,684.88	8,751.24	3,473.60	3,723.98	41,810.97
Total Liabilities—Res. and Surplus	14,943.73	18,622.79	11,268.71	11,606.27	79,720.72
Percentage of Net Debt to Total Assets	55.3	45.2	58.6	54.8	20.0

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Weston	Windsor		Woodbridge		Woodstock	
	37,170		661		10,333	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
3,230.94	13,456.88	14,167.01	.....	.....	27,391.70	28,776.51
13,220.54	57,095.41	95,599.89	.....	.....	36,909.11	49,205.24
22,222.34	249,770.20	286,227.53	7,284.91	7,578.75	57,046.70	65,178.43
.....	.....	.....	.....	.....	.....	.....
16,101.80	99,858.47	134,000.19	2,633.68	2,633.68	28,027.29	31,604.64
9,952.70	105,864.63	129,726.85	1,811.44	2,041.30	27,796.98	31,441.11
2,833.16	12,404.28	12,404.28	343.56	355.58	10,512.42	10,699.09
6,481.83	219,399.18	245,094.02	.....	.....	.....	.....
3,966.54	17,369.14	75,055.07	642.82	642.82	16,268.60	17,832.81
.....	122,341.54	.....	.....	.....	14,908.62	14,908.62
.....	48,048.77	120,301.54	.....	.....	.....	.....
78,009.85	945,608.50	1,112,576.38	12,716.41	13,252.13	218,861.42	249,646.45
1,689.02	75.00	75.00	4,256.14	6,054.23	1,424.10	1,050.74
.....	.....	*7,271.12	500.00	500.00	35,000.00	15,000.00
1,663.63	118,255.51	137,632.82	930.33	229.68	18,393.61	161.37
315.73	88,163.91	101,596.70	4.60	.....	3,734.39	4,193.77
.....	21,149.16	21,387.32	.....	.....	27,579.00	30,187.49
6,858.33	10,485.14	19,230.23	302.32	657.90	6,597.70	8,796.48
830.41	688.77	830.41	.....	.....	139.02	.....
.....	1,600.00	.....	.....	.....	.....	.....
89,366.97	1,186,025.99	1,400,599.98	18,709.80	20,693.94	311,729.24	309,036.30
.....	.....	.....	.....	.....	.....	.....
89,366.97	1,186,025.99	1,400,599.98	18,709.80	20,693.94	311,729.24	309,036.30
13,311.75	661,427.40	799,122.27	7,845.08	7,691.71	77,385.63	77,385.63
3,636.46	69,054.35	36,246.62	.....	103.15	.....	12,188.07
.....	30,499.79	16,295.99	.....	.....	30,500.00	.....
.....	216,879.92	232,325.82	.....	.....	.....	.....
16,948.21	977,861.46	1,083,990.70	7,845.08	7,794.86	107,885.63	89,573.70
20,735.81	54,611.74	78,051.74	2,589.01	3,147.01	47,675.25	51,961.40
6,858.33	10,485.14	19,230.23	302.32	657.90	6,597.70	8,796.48
830.41	688.77	830.41	.....	.....	139.02	.....
28,424.55	65,785.65	98,112.38	2,891.33	3,804.91	54,411.97	60,757.88
6,656.13	28,572.63	40,877.76	654.89	808.26	30,000.00	30,000.00
.....	21,149.16	28,658.44	.....	.....	27,579.00	30,187.49
37,338.08	92,657.09	148,960.70	7,318.50	8,285.91	91,852.64	98,517.23
43,994.21	142,378.88	218,496.90	7,973.39	9,094.17	149,431.64	158,704.72
89,366.97	1,186,025.99	1,400,599.98	18,709.80	20,693.94	311,729.24	309,036.30
19.0	83.1	77.5	42.6	37.6	35.3	29.8

* Special Sinking Fund

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Waterloo Township		Wardsville	Waterdown	
Population			215	816	
	1920	1921	1921	1920	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					
Sub-Station Equipment					
Distribution System, Overhead	334.38	334.38	4,487.90	8,328.63	9,037.72
Dist. System, Underground					
Line Transformers	1,015.13	1,015.13	601.14	1,751.00	1,751.00
Meters	35.49	35.49	568.50	2,467.48	2,908.86
Street Light Equipment, Regular			489.73	161.67	199.07
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	33.88	33.88	488.73	100.34	100.34
Steam or Hydraulic Plant					
Old Plant			193.94		
Total Plant	1,738.88	1,738.88	6,829.94	12,809.12	13,996.99
Bank and Cash Balance			1,227.24	2,972.89	3,466.95
Securities and Investments				3,500.00	3,500.00
Accounts Receivable					
Inventories				35.00	35.00
Sinking Fund on Local Debentures					
Equity in Hydro System				1,063.75	1,406.13
Equity in Rural Lines				1,441.77	
Other Assets					
Total Assets	1,738.88	1,738.88	8,057.18	21,822.53	22,405.07
Deficit					
Total	1,738.88	1,738.88	8,057.18	21,822.53	22,405.07
LIABILITIES					
Debenture Balance			7,562.40	5,479.96	5,037.15
Accounts Payable	1,738.88	1,738.88	72.33	549.62	155.77
Bank Overdraft					
Other Liabilities					
Total Liabilities	1,738.88	1,738.88	7,634.73	6,029.58	5,192.92
RESERVES					
Reserve for Depreciation				6,852.30	8,113.48
Reserve for Equity in H.E.P.C. Sys				1,063.75	1,406.13
Res. for Equity in H.E.P.C.(Rural)				1,441.77	
Total Reserves				9,357.82	9,519.61
SURPLUS					
Debentures Paid				2,520.04	2,962.85
Local Sinking Fund					
Additional Operating Surplus			422.45	3,915.09	4,729.69
Total Surplus			422.45	6,435.13	7,692.54
Total Liabilities—Res. and Surplus	1,738.88	1,738.88	8,057.18	21,822.53	22,405.07
Percentage of Net Debt to Total Assets	100.00	100.00	94.7	29.0	23.2

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Waterford 1,083		Waterloo 5,744		Watford 1,033	
1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	5,142.20	13,489.34	.....	.....
.....	.....	62,075.00	49,709.32	.....	.....
6,941.98	7,715.29	42,398.77	44,956.55	7,418.80	8,008.99
.....	.....	.....	.....	.....	.....
2,312.66	3,301.87	13,604.49	14,599.93	1,881.90	2,489.96
2,552.14	2,899.98	15,690.17	17,595.34	2,339.48	2,810.81
590.10	1,688.83	5,428.74	5,760.95	509.05	520.67
.....	.....	.....	.....	.....	.....
366.02	442.53	4,072.44	4,273.63	1,305.70	1,305.70
.....	.....	2,483.64	2,483.64	.....	.....
607.69	607.69	9,633.65	24,527.03	657.44	657.44
13,370.59	16,656.19	160,529.10	177,395.73	14,112.37	15,793.57
1,355.83	67.53	9,138.21	6,822.06	1,867.72	.....
.....	3,000.00	.....	.....	.....	.....
3,541.54	312.10	13,602.91	5,319.75	.....	.....
.....	.....	4,622.78	6,026.74	15.82	.....
.....	.....	3,168.00	3,456.00	.....	.....
.....	260.46	5,497.94	7,256.11	.....	.....
.....	.....	457.93	567.39	.....	.....
.....	.....	.....	.....	.....	.....
18,267.96	20,296.28	197,016.87	206,843.78	15,995.91	15,793.57
.....	.....	.....	.....	.....	.....
18,267.96	20,296.28	197,016.87	206,843.78	15,995.91	15,793.57
1,285.86	.....	96,981.83	94,529.54	8,399.37	8,024.54
379.22	740.46	1,981.67	3,249.59	.....	929.51
.....	.....	.....	.....	3,181.66	170.47
236.55	1,006.00	.....	.....	.....	.....
1,901.63	1,746.46	98,963.50	97,779.13	11,581.03	9,124.52
1,667.00	1,484.40	36,681.87	43,052.63	1,418.00	1,993.00
.....	260.46	5,497.94	7,256.11	.....	.....
.....	.....	457.93	567.39	.....	.....
1,667.00	1,744.86	42,637.74	50,876.13	1,418.00	1,993.00
6,459.67	7,745.53	9,018.17	11,470.46	1,313.84	1,688.67
.....	.....	3,168.00	3,456.00	.....	.....
8,239.66	9,059.43	43,229.46	43,262.06	1,683.04	2,987.38
14,699.33	16,804.96	55,415.63	58,188.52	2,996.88	4,676.05
18,267.96	20,296.28	197,016.87	206,843.78	15,995.91	15,793.57
10.4	8.6	51.6	47.2	72.4	57.8

STATEMENT

Comparative Balance Sheets of Electric Departments

NIAGARA SYSTEM—Continued

Municipality	Welland		Wyoming	
Population	9,356		475	
	1920	1921	1920	1921
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	27,977.28	27,977.28	.....	.....
Sub-Station Equipment	46,220.22	49,160.74	.....	.....
Distribution System Overhead	91,665.67	102,108.17	5,724.26	6,272.26
Dist. System, Underground	.....	.....	.....	.....
Line Transformers	21,787.30	26,131.54	1,012.00	1,012.00
Meters	22,806.51	26,354.99	840.98	1,365.59
Street Light Equipment, Regular	3,408.96	4,112.61	262.32	262.32
Street Light Equip., Ornamental	.....	.....	.....	.....
Miscellaneous Construction Exp.	10,267.38	13,017.21	735.00	805.20
Steam or Hydraulic Plant	.....	.....	.....	.....
Old Plant	.....	.....	.....	.....
Total Plant	224,133.32	248,862.54	8,574.56	9,717.37
Bank and Cash Balance	659.64	961.54	.....	549.01
Securities and Investments	.....	.....	.....	.....
Accounts Receivable	37,993.17	54,651.84	960.00	1,100.00
Inventories	6,748.73	6,711.41	.....	.....
Sinking Fund on Local Debentures	19,209.30	31,475.39	.....	.....
Equity in Hydro System	.....	.....	.....	.....
Equity in Rural Lines	3,919.44	4,628.01	.....	.....
Other Assets	5,175.45	4,143.24	.....	.....
Total Assets	297,839.05	351,433.97	9,534.56	11,366.38
Deficit	.....	.....	1,771.49	1,343.34
Total	297,839.05	351,433.97	11,306.05	12,709.72
LIABILITIES				
Debenture Balance	165,000.00	200,000.00	5,459.58	8,288.60
Accounts Payable	23,204.61	28,383.98	3,459.09	1,572.97
Bank Overdraft	25,614.15	9,797.35	118.90	.....
Other Liabilities	4,107.17	16,143.24	.....	.....
Total Liabilities	217,925.93	254,324.57	9,037.63	9,861.57
RESERVES				
Reserve for Depreciation	44,039.01	51,431.97	1,228.00	1,436.75
Reserve for Equity in H.E.P.C. Sys.	.....	.....	.....	.....
Res. for Equity in H.E.P.C.(Rural)	3,919.44	4,628.01	.....	.....
Total Reserves	47,958.45	56,059.98	1,228.00	1,436.75
SURPLUS				
Debentures Paid	.....	.....	1,040.42	1,411.40
Local Sinking Fund	19,209.30	31,475.39	.....	.....
Additional Operating Surplus	12,745.37	9,574.03	.....	.....
Total Surplus	31,954.67	41,049.42	1,040.42	1,411.40
Total Liabilities—Res. and Surplus	297,839.05	351,433.97	11,306.08	12,709.72
Percentage of Net Debt to Total Assets	73.1	72.4	94.7	86.7

"A".—Continued

of Hydro Municipalities as at December 31st, 1921

Zurich P.V.		York Township	NIAGARA SYSTEM SUMMARY	
1920	1921	1921	1920	1921
$ c.	$ c.	$ c	$ c.	$ c.
.....	.....	.....	1,876,408.12	2,818,744.64
.....	.....	.....	3,015,703.68	5,133,322.15
3,639.76	3,745.67	169,086.51	6,919,995.01	6,433,499.32
.....	.....	.....	1,183,917.35	1,264,151.25
991.96	991.96	.....	2,101,465.93	2,538,437.83
1,047.41	1,149.14	.....	2,499,611.40	2,919,432.63
395.77	395.77	3,752.94	1,088,187.72	1,134,755.32
.....	.....	.....	478,425.26	529,837.95
273.30	273.30	6,636.11	2,460,879.41	2,756,487.60
.....	.....	.....	228,804.33	169,519.19
150.00	150.00	.....	562,946.83	613,619.05
6,498.20	6,705.84	179,475.56	22,416,345.04	26,311,806.93
2,474.77	802.86	19,772.79	873,481.38	769,442.64
.....	4,000.00	.....	221,850.11	321,475.53
1,662.50	.....	1,090.19	1,754,482.33	1,881,013.04
.....	.....	.....	1,182,496.59	1,333,781.17
.....	.....	.....	1,703,339.59	1,948,212.30
.....	.....	.....	478,946.91	662,884.62
.....	.....	.....	45,934.92	39,167.99
.....	.....	124.46	22,739.21	77,870.57
10,635.47	11,508.70	200,463.00	28,699,616,08	33,345,654.79
.....	.....	.....	.....	22,682.87
10,635.47	11,508.70	200,463.00	28,699,616.08	33,368,337.66
5,422.07	5,330.28	200,000.00	16,267,060.36	18,311,803.60
.....	533.38	.....	1,398,338.83	1,372,855.40
.....	.....	.....	347,580.76	727,938.21
.....	.....	463.00	623,012.67	898,824.29
5,422.07	5,863.66	200,463.00	18,635,992.62	21,311,421.50
732.00	1,008.00	.....	4,064,059.44	4,649,746.01
.....	.....	.....	478,946.91	666,454.19
.....	.....	.....	45,934.92	40,276.96
732.00	1,008.00	.....	4,588,941.27	5,356,477.16
169.54	261.33	.....	1,062,404.70	1,320,806.67
.....	.....	.....	1,703,339.59	1,948,212.30
4,311.86	4,375.71	.....	2,708,937.90	3,431,420.03
4,481.40	4,637.04	.....	5,474,682.19	6,700,439.00
10,635.47	11,508.70	200,463.00	28,699,616.08	33,368,337.66
50.9	50.9	100.00	65.0	63.8

STATEMENT

Comparative Balance Sheets of Electric Departments

SEVERN SYSTEM

Municipality	Alliston		Barrie		Beeton
Population	1,301		6,876		580
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings			12,266.06	12,403.21	
Sub-Station Equipment	675.73	675.73	4,682.98	4,682.98	428.50
Distribution System, Overhead	20,368.03	20,510.82	29,123.17	32,806.69	10,104.76
Dist. System, Underground					
Line Transformers	4,315.15	4,492.26	7,096.90	7,550.38	1,674.96
Meters	4,389.87	4,450.97	20,969.54	23,131.94	785.20
Street Light Equipment, Regular	1,330.21	1,330.21	3,357.02	3,436.79	913.98
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	2,856.02	2,856.02	1,153.73	1,153.73	1,432.19
Steam or Hydraulic Plant					
Old Plant	8,079.10	8,079.10	44,609.11	44,593.61	
Total Plant	42,014.11	42,395.11	123,258.51	129,759.33	15,339.59
Bank and Cash Balance	2,441.73	1,570.27	3,118.57		44.14
Securities and Investments			33,000.00	45,000.00	
Accounts Receivable	392.20	277.64	19,610.91	8,648.80	1,510.07
Inventories			1,561.52	2,048.92	
Sinking Fund on Local Debentures	1,212.62	1,688.30			
Equity in Hydro System			2,737.75	4,746.99	
Equity in Rural Lines					
Other Assets				14.22	
Total Assets	46,060.66	45,931.32	183,287.26	190,218.26	16,893.80
Deficit	5,982.04	7,772.08			6,341.52
Total	52,042.70	53,703.40	183,287.26	190,218.26	23,235.32
LIABILITIES					
Debenture Balance	40,000.00	39,782.50	32,545.81	30,557.28	14,537.17
Accounts Payable	8,131.08	7,952.10	2,283.75	6,435.76	7,123.32
Bank Overdraft				811.50	
Other Liabilities			350.00	350.00	
Total Liabilities	48,131.08	47,734.60	35,179.56	38,154.54	21,660.49
RESERVES					
Reserve for Depreciation	2,699.00	4,063.00	23,503.51	24,571.40	1,112.00
Reserve for Equity in H.E.P.C. Sys			2,737.75	4,746.99	
Res. for Equity in H.E.P.C.(Rural)					
Total Reserves	2,699.00	4,063.00	36,241.26	29,318.39	1,112.00
SURPLUS					
Debentures Paid		217.50	54,454.19	56,442.72	462.83
Local Sinking Fund	1,212.62	1,688.30			
Additional Operating Surplus			67,412.25	66,302.61	
Total Surplus	1,212.62	1,905.80	121,866.44	122,745.33	462.83
Total Liabilities—Res. and Surplus	52,042.70	53,703.40	183,287.26	190,218.26	23,235.32
Percentage of Net Debt to Total Assets	104.5	104.0	19.5	20.5	128.2

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Beeton	Bradford		Coldwater		Collingwood	
580	907		663		6,016	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	275.00	275.00	4,343.60	11,819.32
428.50	388.50	388.50	.....	.....	11,212.59	11,212.59
10,278.29	13,866.48	14,133.28	5,857.20	6,099.18	25,201.37	36,711.44
.....	.....	.....	.....	.....	.....	.....
1,731.74	1,195.71	1,311.23	2,129.32	2,129.32	10,552.96	10,187.24
800.27	1,449.41	1,757.43	1,446.84	1,607.51	16,581.34	17,254.49
913.98	544.95	544.95	354.20	372.82	2,522.72	2,641.67
.....	.....	.....	.....	.....	.....	.....
1,432.19	1,691.36	1,691.36	132.53	132.53	5,351.60	5,797.95
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	352.17	352.17
15,584.97	19,136.41	19,826.75	10,195.09	10,616.36	86,118.35	95,976.87
0.01	75.97	75.83	2,502.33	765.42	3,291.74	.....
.....	.....	.....	.....	.....	5,000.00	5,000.00
270.07	.....	480.20	583.45	1,928.74	10,982.37	6,682.77
.....	308.02	108.44	19.87	.....	179.93	702.92
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	425.27	696.55	9,009.37	14,945.96
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
15,855.05	19,520.40	20,491.22	13,726.01	14,007.07	114,581.76	123,308.52
7,137.51	7,843.22	10,023.83	386.16	.....	.....	.....
22,992.56	27,363.62	30,515.05	14,112.17	14,007.07	114,581.76	123,308.52
14,288.26	15,227.04	15,022.19	6,201.06	6,060.48	22,276.41	20,901.03
6,276.56	8,684.62	12,821.05	3,513.90	2,453.31	2,345.00	12,471.52
.....	1,750.00	.....	.....	.....	.....	1,147.54
.....	.....	.....	.....	.....	676.87	.....
20,564.82	25,661.66	27,843.24	9,714.96	8,513.79	25,498.28	34,520.09
1,716.00	1,329.00	2,094.00	3,173.00	3,458.37	21,465.05	24,105.43
.....	.....	.....	425.27	696.55	9,009.37	14,945.96
.....	.....	.....	.....	.....	.....	.....
1,716.00	1,329.00	2,094.00	3,598.27	4,154.92	30,474.42	39,051.39
711.74	372.96	577.81	798.94	939.52	16,933.88	18,509.26
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	398.84	41,675.18	31,227.78
711.74	372.96	577.81	798.94	1,338.36	58,609.06	49,737.04
22,992.56	27,363.62	30,515.05	14,112.17	14,007.07	114,581.76	123,308.52
130.0	131.5	135.6	73.0	60.8	24.1	28.1

STATEMENT

Comparative Balance Sheets of Electric Departments

SEVERN SYSTEM—Continued

Municipality	Cookstown		Creemore		Elmvale
Population	P.V.		603		P.V.
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	60.00	60.00	.....	.....	106.25
Sub-Station Equipment	392.95	392.95	.....	.....	.....
Distribution System, Overhead	8,301.93	8,403.84	4,828.20	4,982.12	6,588.39
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	1,624.33	1,720.59	1,026.81	1,161.81	2,203.94
Meters	1,034.90	1,124.92	1,446.90	1,564.80	1,742.51
Street Light Equipment, Regular	514.21	514.21	272.07	272.07	317.98
Street Light Equip., Ornamental	.....	.....	.....	.....	.....
Miscellaneous Construction Exp.	1,453.55	1,453.55	185.41	185.41	455.93
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	.....	.....	2,651.15	2,651.15	.....
Total Plant	13,381.87	13,670.06	10,410.54	10,817.36	11,415.00
Bank and Cash Balance	690.97	800.57	1,485.67	2,834.69	311.63
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	295.56	197.96	2,215.66	73.34	777.37
Inventories	.....	.....	113.11	27.51	137.25
Sinking Fund on Local Debentures	.....	.....	.....	.....	.....
Equity in Hydro System	.....	.....	394.12	769.52	588.24
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	1,466.34	.....
Total Assets	14,368.40	14,668.59	14,619.10	15,988.76	13,229.49
Deficit	2,205.11	2,160.68	.....	.....	.....
Total	16,573.51	16,829.27	14,619.10	15,988.76	13,229.49
LIABILITIES					
Debenture Balance	9,147.15	9,014.23	5,267.52	5,016.88	5,993.90
Accounts Payable	5,697.51	5,870.27	282.81	.....	.....
Bank Overdraft	434.00	.....	.....	.....	.....
Other Liabilities	.....	.....	.....	.....	.....
Total Liabilities	15,278.66	14,884.50	5,550.33	5,016.88	5,993.90
RESERVES					
Reserve for Depreciation	942.00	1,459.00	1,748.00	2,087.37	2,760.00
Reserve for Equityin H.E.P.C. Sys	.....	.....	394.12	769.52	588.24
Res.for Equity in H.E.P.C. (Rural)	.....	.....	.....	.....	.....
Total Reserves	942.00	1,459.00	2,142.12	2,856.89	3,348.24
SURPLUS					
Debentures Paid	352.85	485.77	1,232.48	1,483.12	1,006.10
Local Sinking Fund	.....	.....	.....	.....	.....
Additional Operating Surplus	.....	.....	5,694.17	6,631.87	2,881.15
Total Surplus	352.85	485.77	6,926.65	8,114.99	3,887.25
Total Liabilities—Res. and Surplus	16,573.51	16,829.27	14,619.10	15,988.76	13,229.49
Percentage of Net Debt to Total Assets	106.3	101.2	39.0	31.2	47.4

"A"—Continued.

of Hydro Municipalities as at December 31st, 1921

Elmvale	Midland		Penetanguishene		Port McNichol	
P.V.	7,129		3,896		614	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
106.25	10,864.80	10,864.80	2,151.00	2,151.00	202.60	202.60
.....	19,026.49	19,926.49	3,507.71	3,507.71	.....	.....
6,656.60	62,651.70	65,853.32	31,740.80	32,711.06	5,247.88	6,017.49
.....	.....	.....	.....	.....	.....	.....
2,203.94	13,673.99	13,686.22	9,157.31	9,817.36	339.98	339.98
1,800.66	19,176.52	20,644.80	8,196.41	8,964.08	1,119.26	1,119.26
317.98	4,486.88	4,707.93	2,152.95	2,312.30	166.73	166.73
.....	.....	.....	.....	.....	.....	.....
455.93	6,546.08	6,301.33	822.47	823.69	396.44	513.92
.....	15,415.62	14,515.62	.....	.....	.....	.....
.....	.....	.....	2,374.20	2,374.20	.....	.....
11,541.36	151,842.08	156,500.51	60,102.85	62,661.40	7,472.89	8,359.98
805.96	562.89	8,007.64	.....	2,214.36	2.71	431.85
.....	.....	.....	.....	.....	.....	.....
1,008.65	.....	4,470.94	4,790.99	2,247.68	.....	231.49
194.11	6,832.27	7,249.34	1,330.76	956.94	25.67	.....
.....	.....	.....	.....	.....	.....	.....
1,030.92	4,775.81	8,943.52	7,707.60	10,721.47	100.61	210.09
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
14,581.00	164,013.05	185,171.95	73,932.20	78,801.85	7,601.88	9,233.41
.....	.....	.....	.....	.....	2,491.47	2,395.69
14,581.00	164,013.05	185,171.95	73,932.20	78,801.85	10,093.35	11,629.10
5,838.24	56,494.79	53,940.34	24,409.72	23,543.67	4,233.79	6,351.89
.....	24,936.96	35,957.11	8,500.00	9,136.91	4.100.74	2,887.01
.....	.....	.....	1,093.90	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
5,838.24	81,431.75	89,897.45	34,003.62	32,680.58	8,334.53	9,238.90
3,307.00	26,156.95	30,703.31	16,958.48	18,926.48	892.00	1,232.00
1,030.92	4,775.81	8,943.52	7,707.60	10,721.47	100.61	210.09
.....	.....	.....	.....	.....	.....	.....
4,337.92	30,932.76	39,646.83	24,666.08	29,647.95	992.61	1,442.09
1,161.76	25,575.20	28,129.65	6,590.28	7,456.33	766.21	948.11
3,243.08	26,073.34	27,498.02	8,672.22	9,016.99	.....	.....
4,404.84	51,648.54	55,627.67	15,262.50	16,473.32	766.21	948.11
14,581.00	164,013.05	185,171.95	73,932.20	78,801.85	10,093.35	11,629.10
40.0	51.1	48.5	51.4	41.5	111.1	100.2

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STATEMENT

Comparative Balance Sheets of Electric Departments

SEVERN SYSTEM—Continued

Municipality	Stayner		Thornton		Tottenham
Population	927		P.V.		452
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings			336.54		
Sub-Station Equipment	200.00	200.00			358.50
Distribution System, Overhead	8,254.96	8,526.56	5,890.19	5,923.77	7,202.69
Dist. System, Underground					
Line Transformers	2,901.85	2,761.04	609.38	606.88	845.64
Meters	1,971.02	2,349.30	335.99	351.87	1,130.21
Street Light Equipment, Regular	529.31	529.31	375.90	375.90	460.17
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	310.33	310.33	300.35	300.35	1,287.37
Steam or Hydraulic Plant					
Old Plant	4,132.41	4,132.41			361.45
Total Plant	18,299.88	18,808.95	7,848.35	7,558.77	11,646.03
Bank and Cash Balance	501.24	2,051.21		173.29	373.69
Securities and Investments					
Accounts Receivable	160.73	100.00			
Inventories	211.93	145.55			
Sinking Fund on Local Debentures					
Equity in Hydro System	554.31	840.89			
Equity in Rural Lines					
Other Assets					
Total Assets	19,728.09	21,946.60	7,848.35	7,732.06	12,019.72
Deficit			2,146.25	3,079.20	4,491.90
Total	19,728.09	21,946.60	9,994.60	10,811.26	16,511.62
LIABILITIES					
Debenture Balance	11,352.16	10,812.68	7,377.66	7,166.42	9,405.64
Accounts Payable	166.14	718.56	1,831.60	2,421.26	5,477.08
Bank Overdraft					
Other Liabilities			85.00		
Total Liabilities	11,518.30	11,531.24	9,294.26	9,587.68	14,882.72
RESERVES					
Reserve for Depreciation	2,809.42	3,472.88	578.00	890.00	567.44
Reserve for Equity in H.E.P.C. Sys	554.31	840.89			
Res. for Equity in H.E.P.C.(Rural)					
Total Reserves	3,363.73	4,313.77	578.00	890.00	567.44
SURPLUS					
Debentures Paid	2,647.84	3,187.32	122.34	333.58	1,061.40
Local Sinking Fund					
Additional Operating Surplus	2,198.22	2,914.27			
Total Surplus	4,846.06	6,101.59	122.34	333.58	1,061.46
Total Liabilities—Res. and Surplus	19,728.09	21,946.60	9,994.60	10,811.26	16,511.62
Percentage of Net Debt to Total Assets	60.0	52.6	118.4	124.2	123.8

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Tottenham 452	Victoria Harbor 1,462		Waubaushene P.V.		SEVERN SYSTEM SUMMARY	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	30,605.85	37,882.18
358.50	.....	.....	.....	.....	40,873.95	41,773.95
7,437.89	4,937.21	4,950.98	2,797.73	2,856.97	262,961.69	274,860.30
.....	.....	.....	.....	.....	.....	.....
1,117.48	825.92	825.92	416.56	416.56	60,590.71	62,059.95
1,315.78	1,570.94	1,676.40	859.57	918.54	84,206.43	90,833.05
460.17	145.69	145.69	159.22	159.22	18,604.19	19,201.93
.....	.....	.....	.....	.....	.....	.....
1,287.37	642.64	642.64	257.66	257.66	25,275.66	25,595.96
.....	.....	.....	.....	.....	.....	.....
361.45	.....	.....	.....	.....	77,975.21	77,059.71
12,338.64	8,121.40	8,241.63	4,490.74	4,608.95	601,093.69	629,267.00
162.61	427.67	453.05	333.83	1,293.95	16,164.78	21,640.71
.....	.....	.....	.....	.....	38,000.00	50,000.00
168.14	458.77	484.22	110.00	.....	41,888.08	28,736.98
.....	.....	.....	4.53	.....	10,724.86	11,433.73
.....	.....	.....	.....	.....	1,212.62	1,688.30
.....	152.22	316.26	81.41	167.78	26,526.71	43,389.95
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	14.22
12,669.39	9,160.05	9,495.16	5,020.51	6,070.68	735,610.74	786,170.89
6,201.73	.....	.....	.....	.....	31,887.67	38,770.72
18,871.12	9,160.05	9,495.16	5,020.51	6,070.68	767,498.41	824,941.61
8,840.65	5,459.63	5,216.00	2,963.65	2,836.33	273,093.10	265,189.07
7,399.58	220.00	.....	111.88	330.53	83,406.39	113,131.53
.....	.....	.....	.....	.....	3,277.90	1,959.04
.....	.....	.....	.....	.....	1,111.87	350.00
16,240.23	5,679.63	5,216.00	3,075.53	3,166.86	360,889.26	380,629.64
1,004.44	1,218.89	1,570.89	715.00	917.00	108,627.74	125,578.57
.....	152.22	316.26	81.41	167.78	26,526.71	43,389.95
.....	.....	.....	.....	.....	.....	.....
1,004.44	1,371.11	1,887.15	796.41	1,084.78	135,154.45	168,968.52
1,626.45	1,040.37	1,284.00	536.35	663.67	131,954.28	124,158.31
.....	.....	.....	.....	.....	1,212.62	1,688.30
.....	1,068.95	1,108.01	612.22	1,155.37	138,287.80	149,496.84
1,626.45	2,109.32	2,392.01	1,148.57	1,819.04	27,454.70	275,343.45
18,871.12	9,160.06	9,495.16	5,020.51	6,070.68	767,498.41	824,941.61
128.5	63.0	55.0	62.2	52.2	50.9	48.5

STATEMENT

Comparative Balance Sheets of Electric Departments

EUGENIA SYSTEM

Municipality	Arthur		Chatsworth		Chesley
Population	1,218		326		1,721
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings			65.00	65.00	
Sub-Station Equipment					595.98
Distribution System, Overhead	14,959.42	15,075.50	3,653.92	3,677.56	16,784.13
Dist. System, Underground					
Line Transformers	3,849.78	3,849.78	546.92	667.69	3,880.77
Meters	1,888.32	2,073.40	543.78	573.08	3,674.55
Street Light Equipment, Regular	539.71	539.71	207.29	207.29	817.76
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	245.82	245.82	385.90	385.90	3,086.66
Steam or Hydraulic Plant					
Old Plant	1,101.47	1,101.47			5,503.60
Total Plant	22,584.52	22,885.68	5,402.81	5,576.52	34,343.45
Bank and Cash Balance	766.47	163.60	287.22	586.14	
Securities and Investments					
Accounts Receivable	506.45	219.09	445.97	425.51	
Inventories	5.00	25.00	10.00		205.00
Sinking Fund on Local Debentures			573.34	708.34	
Equity in Hydro System				207.96	
Equity in Rural Lines					
Other Assets					
Total Assets	23,862.44	23,293.37	6,719.34	7,504.47	34,548.45
Deficit	13,450.93	16,927.24	1,655.36	1,790.61	5,670.32
Total	37,313.37	40,220.61	8,374.70	9,295.08	40,218.77
LIABILITIES					
Debenture Balance	20,094.12	19,774.14	5,361.94	5,321.60	23,486.57
Accounts Payable	13,255.37	15,183.61	1,591.36	1,963.64	7,948.09
Bank Overdraft					978.68
Other Liabilities					
Total Liabilities	33,349.49	34,957.75	6,953.30	7,285.24	32,413.34
RESERVES					
Reserve for Depreciation	3,058.00	4,037.00	810.00	1,015.14	3,792.00
Reserve for Equity in H.E.P.C. Sys					
Res. for Equity in H.E.P.C.(Rural)				207.96	
Total Reserves	3,058.00	4,037.00	810.00	1,223.10	3,792.00
SURPLUS					
Debentures Paid	905.88	1,225.86	38.06	78.40	4,013.43
Local Sinking Fund			573.34	708.34	
Additional Operating Surplus					
Total Surplus	905.88	1,225.86	611.40	786.74	4,013.43
Total Liabilities—Res. and Surplus	37,313.37	40,220.61	8,374.70	9,295.08	40,218.77
Percentage of Net Debt to Total Assets	139.7	149.8	103.5	97.2	93.9

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Chesley		Derby Township		Dundalk		Durham	
1,721				690		1,400	
1921		1920	1921	1920	1921	1920	1921
$ c.		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
595.98						584.88	584.88
16,960.12		90.41	90.41	5,743.43	5,997.03	14,468.06	15,214.52
3,880.77		73.32	73.32	1,404.81	1,404.81	4,173.65	5,594.45
3,845.01		32.05	32.05	953.09	953.09	2,269.11	3,162.01
824.75				510.82	630.38	846.90	846.90
3,089.66		14.68	14.68	228.69	228.69	547.24	580.74
5,503.60				380.94	380.94	1,506.51	1,506.51
34,699.89		210.46	210.46	9,221.78	9,594.94	24,396.35	27,490.01
				279.15	1,189.64	1,475.67	647.49
				1,000.00	1,000.00		
					130.00	490.00	560.98
275.00				220.09			108.87
					567.51		1,106.57
34,974.89		210.46	210.46	10,721.02	12,482.09	26,362.02	29,913.92
4,570.83				733.48	41.72	4,583.41	2,633.10
39,545.72		210.46	210.46	11,454.50	12,523.81	30,945.43	32,547.02
22,487.65				4,201.46	4,014.01	15,413.25	14,768.71
6,712.01		210.46	210.46	3,810.77	3,908.57	10,014.43	1,938.72
352.71							
							7,672.53
29,552.37		210.46	210.46	8,012.23	7,922.58	25,427.68	24,379.96
4,981.00				1,306.83	1,710.83	2,931.00	3,829.29
					567.51		1,106.57
4,981.00				1,306.83	2,278.34	2,931.00	4,935.86
5,012.35				2,135.44	2,322.89	2,586.75	3,231.29
5,012.35				2,135.44	2,322.89	2,586.75	3,231.29
39,545.72		210.46	210.46	11,454.50	12,523.81	30,945.43	32,547.02
84.2		100.0	100.0	74.7	63.2	96.4	81.6

STATEMENT

Comparative Balance Sheets of Electric Departments

EUGENIA SYSTEM—Continued

Municipality Population	Elmwood P.V.		Flesherton 417		Grand Valley 595
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					36.50
Sub-Station Equipment					
Distribution System, Overhead	4,625.34	4,625.34	4,464.40	4,531.29	8,658.20
Dist. System, Underground					
Line Transformers	803.88	803.88	759.83	324.62	711.05
Meters	556.39	622.53	664.49	832.80	1,260.48
Street Light Equipment, Regular	255.71	297.48	384.61	384.61	458.21
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	1,093.62	1,093.62	869.12	869.12	202.70
Steam or Hydraulic Plant					
Old Plant					919.85
Total Plant	7,334.94	7,442.85	7,142.45	6,942.44	12,246.99
Bank and Cash Balance	38.58	101.23	1,329.10	391.64	817.10
Securities and Investments					
Accounts Receivable	67.71	35.39		971.38	26.93
Inventories				25.00	17.00
Sinking Fund on Local Debentures	80.64	104.16			
Equity in Hydro System				315.42	
Equity in Rural Lines			26.30	39.64	
Other Assets					
Total Assets	7,521.87	7,683.63	8,497.85	8,685.52	13,108.02
Deficit	1,695.12	1,857.92	2,373.38	2,667.49	2,351.55
Total	9,216.99	9,541.55	10,871.23	11,353.01	15,459.57
LIABILITIES					
Debenture Balance	6,615.78	6,404.02	6,242.57	6,136.92	9,691.86
Accounts Payable	1,434.35	1,592.42	2,879.93	2,943.43	2,756.57
Bank Overdraft					
Other Liabilities					
Total Liabilities	8,050.13	7,996.44	9,122.50	9,080.35	12,448.43
RESERVES					
Reserve for Depreciation	502.00	644.97	1,265.00	1,354.52	1,703.00
Reserve for Equity in H.E.P.C. Sys				315.42	
Res. for Equity in H.E.P.C.(Rural)			26.30	39.64	
Total Reserves	502.00	644.97	1,291.30	1,709.58	1,703.00
SURPLUS					
Debentures Paid	584.22	795.98	457.43	563.08	1,308.14
Local Sinking Fund	80.64	104.16			
Additional Operating Surplus					
Total Surplus	664.86	900.14	457.43	563.08	1,308.14
Total Liabilities—Res. and Surplus	1,166.86	9,541.55	10,871.23	11,353.01	15,459.57
Percentage of Net Debt to Total Assets	107.0	104.0	107.4	104.8	95.0

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Grand Valley 595	Hanover 2,842		Holstein P.V.		Kincardine 2,036	Lucknow 918
1921	1920	1921	1920	1921	1921	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
36.50	64.80	64.80	.....	.....	3,734.20	.....
.....	1,124.76	6,112.60	.....	.....	3,580.18	.....
8,738.45	40,848.51	42,792.61	1,911.30	1,939.55	32,809.77	13,692.64
.....	.....	.....	.....	.....	.....	.....
711.05	10,809.98	13,759.79	455.22	455.22	3,633.21	1,920.16
1,370.74	9,376.46	11,484.00	255.84	255.84	4,318.76	1,183.34
458.21	2,262.82	2,262.82	168.82	168.69	3,796.16	972.06
.....	.....	.....	.....	.....	.....	.....
202.70	5,373.65	6,407.38	170.25	170.25	4,566.24	1,951.98
.....	.....	.....	.....	.....	.....	.....
919.85	2,386.30	2,370.91	.....	.....	.....	.....
12,437.50	72,247.28	85,254.91	2,961.30	2,989.55	56,438.52	19,720.18
2,105.75	15.00	.....	281.40	61.53	416.77	163.21
.....	.....	.....	.....	.....	.....	.....
37.84	2,155.55	8,251.23	102.88	275.57	558.52	.....
17.00	1,412.92	1,375.43	60.66	15.00	2,240.36	25.00
.....	.....	.....	.....	.....	3,342.36	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	2,758.90	.....	.....	.....	.....
14,598.09	75,830.75	94,881.57	3,406.24	3,341.65	62,996.53	19,908.39
991.53	5,509.61	4,666.98	3,895.96	4,921.02	6,817.80	548.02
15,589.62	81,340.36	99,548.55	7,302.20	8,262.67	69,814.33	20,456.41
9,314.34	53,530.20	66,795.08	2,281.87	2,169.42	43,112.62	10,450.99
2,477.97	12,719.11	10,212.16	4,247.46	5,083.93	22,271.97	9,743.25
.....	4,227.25	6,446.39	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
11,792.31	70,476.56	83,453.63	6,529.33	7,253.35	65,384.59	20,194.24
2,111.65	6,394.00	9,390.00	292.69	416.69	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
2,111.65	6,394.00	9,390.00	292.69	416.69	.....	.....
1,685.66	4,469.80	6,704.92	480.18	592.63	1,087.38	262.17
.....	.....	.....	.....	.....	3,342.36	.....
.....	.....	.....	.....	.....	.....	.....
1,685.66	4,469.80	6,704.92	480.18	592.63	4,429.74	262.17
15,589.62	81,340.36	99,548.55	7,302.20	8,262.67	69,814.33	20,456.41
80.7	92.9	87.9	162.5	217.5	96.3	101.5

STATEMENT

Comparative Balance Sheets of Electric Departments

EUGENIA
SYSTEM—Continued

Municipality	Markdale		Mt. Forest		Neustadt
Population	927		1,825		444
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings			3,725.00	3,725.00	
Sub-Station Equipment	780.80	780.80	686.75	686.75	
Distribution System, Overhead	7,017.60	7,136.28	15,819.42	16,446.19	8,946.44
Dist. System, Underground					
Line Transformers	1,967.74	2,108.87	3,375.54	3,375.54	2,702.97
Meters	1,171.95	1,866.33	3,233.81	3,735.19	1,290 33
Street Light Equipment, Regular	530.79	530.79	1,655.77	1,655.77	496.41
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	587.06	587.06	1,796.02	1,796.02	1,495.88
Steam or Hydraulic Plant					
Old Plant	2,080.65	2,080.65	3,984.47	3,958.97	1,097.60
Total Plant	14,682.59	15,090.78	34,276.78	35,379.43	16,029.63
Bank and Cash Balance	1,733.18	731.58	4,952.37	385.91	1,225.95
Securities and Investments				3,887.83	
Accounts Receivable	155.86	378.80	20.00	170.63	1,597.00
Inventories	2,440.01	2,093.76	1,520.90	964.55	455.99
Sinking Fund on Local Debentures					
Equity in Hydro System				1,653.59	
Equity in Rural Lines	73.08	105.07			
Other Assets					
Total Assets	19,084.72	18,399.99	40,770.05	42,441.94	19,308.57
Deficit			10,912.39	13,292.76	4,177.60
Total	19,084.72	18,399.99	51,682.44	55,734.70	23,486.17
LIABILITIES					
Debenture Balance	8,358.65	8,206.23	23,931.90	23,145.38	10,318.06
Accounts Payable	6,030.85	3,985.01	15,987.84	17,615.48	11,532.17
Bank Overdraft					
Other Liabilities					
Total Liabilities	14,389.50	12,191.24	39,919.74	40,760.86	21,850.23
RESERVES					
Reserve for Depreciation	1,731.20	2,331.20	4,736.00	5,507.03	954.00
Reserve for Equity in H.E.P.C. Sys				1,653.59	
Res. for Equity in H.E.P.C.(Rural)	73.08	105.07			
Total Reserves	1,804.28	2,436.27	4,736.00	7,160.62	954.00
SURPLUS					
Debentures Paid	641.35	793.77	7,026.70	7,813.22	681.94
Local Sinking Fund					
Additional Operating Surplus	2,249.59	2,978.71			
Total Surplus	2,890.94	3,772.48	7,026.70	7,813.22	681.94
Total Liabilities—Res. and Surplus	19,084.72	18,399.99	51,682.44	55,734.70	23,486.17
Percentage of Net Debt to Total Assets	75.4	66.3	97.9	96.0	113.2

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Neustadt	Orangeville		Owen Sound		Priceville	Ripley
444	2,427		12,014		P.V.	P.V.
1921	1920	1921	1920	1921	1921	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	2,400.00	2,517.00	28,953.74	28,953.74	68.00	.....
.....	1,169.00	1,169.00	7,526.18	8,464.45	.....	.....
9,465.54	21,163.87	21,407.50	60,786.79	65,948.46	4,621.29	8,389.06
.....	.....	.....	.....	.....	.....	.....
3,490.29	2,595.27	2,760.57	22,958.86	24,234.90	499.70	2,592.36
1,308.92	3,797.49	4,179.29	28,507.44	33,214.26	247.16	438.91
496.41	1,139.49	1,139.49	9,547.84	10,179.09	139.88	834.03
1,495.88	.....	.....	500.00	500.00	.....	.....
.....	3,331.69	3,331.69	2,203.96	2,003.96	833.90	1,164.99
.....	.....	.....	33,282.00	33,282.00	.....	.....
1,097.60	3,204.99	3,204.99	.....	.....	.....	.....
17,354.64	38,801.80	39,709.53	194,266.81	206,780.86	6,409.93	13,419.35
479.81	1,119.50	1,232.37	4,506.91	.....	98.63	2,109.32
.....	.....	.....	.....	.....	.....	.....
479.81	33.35	34.93	6,803.33	5,512.87	114.43	.....
483.79	753.05	568.16	18,816.69	16,526.65	.....	.....
.....	.....	.....	94,869.39	102,633.22	.....	.....
.....	.....	.....	.....	7,771.53	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	217.40	.....	.....
18,798.05	40,707.70	41,544.99	319,263.13	339,442.53	6,622.99	15,528.67
7,704.21	9,436.05	10,095.32	.....	.....	229.74	257.72
26,502.26	50,143.75	51,640.31	319,263.13	339,442.53	6,852.73	15,786.39
15,788.18	29,748.45	28,535.37	141,000.00	141,000.00	5,836.90	13,770.82
8,017.26	11,446.25	11,445.81	8,210.79	20,069.53	852.73	1,814.45
.....	.....	.....	.....	5,120.56	.....	.....
.....	.....	.....	.....	.....	.....	.....
23,805.44	41,194.70	39,981.18	149,210.79	166,190.09	6,689.63	15,585.27
1,485.00	4,647.50	6,144.50	23,577.82	32,444.07	.....	.....
.....	.....	.....	.....	7,771.53	.....	.....
.....	.....	.....	.....	.....	.....	.....
1,485.00	4,647.50	6,144.50	23,577.82	40,215.60	.....	.....
1,211.82	4,301.55	5,514.63	.....	102,633.22	163.10	201.12
.....	.....	.....	94,869.39	.....	.....	.....
.....	.....	.....	51,605.13	30,403.62	.....	.....
1,211.82	4,301.55	5,514.63	146,474.52	133,036.84	163.10	201.12
26,502.26	50,143.75	51,640.31	319,263.13	339,442.53	6,852.73	15,786.39
126.7	101.2	96.4	46.7	48.9	101.2	100.0

STATEMENT

Comparative Balance Sheets of Electric Departments

EUGENIA
SYSTEM—Continued

Municipality	Shelburne		Tara		Teeswater
Population	1,075		537		807
	1920	1921	1920	1921	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	800.00	800.00	.....	.....	.....
Sub-Station Equipment	566.60	566.60	.....	.....	330.31
Distribution System, Overhead	11,964.34	12,825.50	10,069.52	10,194.26	13,719.15
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	2,357.69	3,137.39	1,674.39	1,706.89	2,394.57
Meters	2,501.04	3,145.84	1,002.48	1,165.78	1,538.04
Street Light Equipment, Regular	971.65	971.65	463.30	463.30	1,297.97
Street Light Equip., Ornamental	.....	.....	.....	.....	.....
Miscellaneous Construction Exp.	2,189.46	2,189.46	1,871.56	1,871.56	1,893.39
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	739.50	739.50	.....	.....	5,361.36
Total Plant	22,090.28	24,375.94	15,081.25	15,401.79	26,534.79
Bank and Cash Balance	.....	881.46	829.89	929.26	1,779.44
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	553.23	617.74	336.24	.....	236.49
Inventories	144.45	.....	16.77	15.00	.....
Sinking Fund on Local Debentures	.....	.....	.....	.....	1,560.01
Equity in Hydro System	.....	.....	.....	.....	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....	.....
Total Assets	22,787.96	25,875.14	16,264.15	16,346.05	30,110.73
Deficit	4,085.74	3,831.89	7,737.02	8,567.14	2,524.62
Total	26,873.70	29,707.03	24,001.17	24,913.19	32,635.35
LIABILITIES					
Debenture Balance	17,283.34	16,556.18	12,565.99	14,070.08	27,433.36
Accounts Payable	3,854.42	6,246.03	9,466.17	7,802.19	3,075.34
Bank Overdraft	444.28	.....	.....	.....	.....
Other Liabilities	.....	.....	.....	.....	.....
Total Liabilities	21,582.04	22,802.21	22,032.16	21,872.27	30,508.70
RESERVES					
Reserve for Depreciation	2,655.00	3,541.00	1,035.00	1,611.00	.....
Reserve for Equity in H.E.P.C. Sys	.....	.....	.....	.....	.....
Res. for Equity in H.E.P.C. (Rural)	.....	.....	.....	.....	.....
Total Reserves	2,655.00	3,541.00	1,035.00	1,611.00	.....
SURPLUS					
Debentures Paid	2,636.66	3,363.82	934.01	1,429.92	566.64
Local Sinking Fund	.....	.....	.....	.....	1,560.01
Additional Operating Surplus	.....	.....	.....	.....	.....
Total Surplus	2,636.66	3,363.82	934.01	1,429.92	2,126.65
Total Liabilities—Res. and Surplus	26,873.70	29,707.03	24,001.17	24,913.19	32,635.35
Percentage of Net Debt to Total Assets	94.7	88.0	135.5	134.2	101.3

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

			WASDELLS SYSTEM			
Wingham	EUGENIA SYSTEM SUMMARY		Beaverton		Brechin	
2,337			975		P.V.	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
9,000.00	36,045.04	48,964.24	250.00	250.00	.....	.....
4 657.93	13,034.95	27,529.48	.....	.....	.....	.....
28,393.31	251,975.10	364,691.33	8,050.98	8,332.74	1,496.59	1,496.59
.....	.....	.....	.....	.....	.....	.....
10,498.45	65,101.67	93,878.28	2,236.28	2,221.28	1,149.20	936.80
6,944.58	63,525.10	88,490.95	2,569.49	2,679.42	371.77	371.77
2,948.07	21,257.77	32,045.51	453.44	501.09	69.89	69.89
.....	500.00	1,995.88	.....	.....	.....	.....
3,540.89	25,793.96	39,019.70	2,085.67	2,085.67	266.26	266.26
13,200.00	.....	46,482.00	.....	.....	.....	.....
15,392.64	56,187.88	43,618.99	3,772.42	3,772.42	.....	.....
94,575.87	533,321.47	786,716.36	19,418.28	19,842.62	3,353.71	3,141.31
5,244.81	19,657.49	19,699.59	107.96	2,602.61	506.32	446.80
.....	1,000.00	4,887.83	.....	.....	.....	.....
2,331.35	13,294.50	21,342.56	242.00	559.30	180.05	152.38
177.93	26,078.53	24,936.50	1,121.43	807.42	96.50	96.50
.....	95,523.37	108,348.09	.....	.....	.....	.....
.....	.....	11,622.58	637.21	1,252.91	418.70	857.51
.....	99.38	144.71	191.62	290.74	32.83	45.18
.....	.....	217.40	.....	.....	72.32	.....
102,329.96	688,974.74	977,915.62	21,718.50	25,355.60	4,660.43	4,739.68
2,728.48	78,267.92	97,666.14	1,374.49	.....	3,751.71	3,838.64
105,058.44	767,242.66	1,075,581.76	23,092.99	25,355.60	8,412.14	8,578.32
74,727.57	390,126.01	579,819.57	13,474.52	13,162.73	1,604.84	1,571.19
6,292.94	127,396.39	171,458.91	1,536.16	4,751.99	5,701.61	5,282.63
.....	5,650.21	11,919.66	.....	.....	.....	.....
.....	.....	7,672.53	.....	.....	.....	.....
81,020.51	523,172.61	770,870.67	18,710.68	17,914.72	7,306.45	6,853.82
2,660.00	61,391.04	85,214.80	2,028.00	2,649.00	509.00	643.00
.....	.....	11,622.58	637.21	1,252.91	418.70	857.51
.....	99.38	144.71	191.62	290.74	32.83	45.18
2,660.00	61,490.42	96,982.09	2,856.83	4,192.65	1,105.69	1,545.69
21,377.93	33,201.54	65,998.58	1,525.48	1,837.27	145.16	178.81
.....	95,523.37	108,348.09	.....	.....	.....	.....
.....	53,854.72	33,382.33	.....	1,410.96	.....	.....
21,377.93	182,579.63	207,729.00	1,525.48	3,248.23	145.16	178.81
105,058.44	767,242.66	1,075,581.76	23,092.99	25,355.60	8,412.14	8,578.32
79.3	82.0	78.8	86.1	70.8	156.8	144.6

STATEMENT

Comparative Balance Sheets of Electric Departments

WASDELLS
SYSTEM—Continued

Municipality	Brock Township		Cannington		Kirkfield
Population			896		P-V.
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings					
Sub-Station Equipment					
Distribution System, Overhead			6,983.61	7,321.97	4,889.98
Dist. System, Underground					
Line Transformers	1,742.56	1,742.56	1,770.29	1,770.29	1,240.80
Meters	795.70	795.70	2,603.48	2,728.71	340.05
Street Light Equipment, Regular			533.48	563.03	354.11
Street Light Equip., Ornamental					
Miscellaneous Construction Exp.	61.74	61.74	506.58	506.58	301.53
Steam or Hydraulic Plant					
Old Plant			3,609.37	3,609.37	
Total Plant	2,600.00	2,600.00	16,006.81	16,499.95	65,126.47
Bank and Cash Balance			912.04	756.77	485.89
Securities and Investments					
Accounts Receivable			375.29	457.26	
Inventories			705.60	1,300.90	
Sinking Fund on Local Debentures					
Equity in Hydro System			598.17	1,120.46	
Equity in Rural Lines					
Other Assets					
Total Assets	2,600.00	2,600.00	18,597.91	20,135.34	6,612.36
Deficit			5,024.90	2,874.60	
Total	2,600.00	2,600.00	23,622.81	23,009.94	6,612.36
LIABILITIES					
Debenture Balance	2,525.43	2,446.75	13,777.37	13,444.74	6,000.00
Accounts Payable			5,698.64	3,985.48	506.70
Bank Overdraft					
Other Liabilities					
Total Liabilities	2,525.43	2,446.75	19,476.01	17,430.22	6,506.70
RESERVES					
Reserve for Depreciation			2,326.00	2,904.00	
Reserve for Equity in H.E.P.C. Sys			598.17	1,120.46	
Res. for Equiy in H.Et.P.C.(Rural)					
Total Reserves			2,924.17	4,024.46	
SURPLUS					
Debentures Paid	74.57	153.25	1,222.63	1,555.26	
Local Sinking Fund					
Additional Operating Surplus					105.66
Total Surplus	74.57	153.25	1,222.63	1,555.26	105.66
Total Liabilities—Res. and Surplus	2,600.00	2,600.00	23,622.81	23,009.94	6,612.36
Percentage of Net Debt to Total Assets	97.1	94.2	104.8	86.6	98.4

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Kirkfield P.V.	Sunderland P.V.		Woodville 448		WASDELLS SYSTEM SUMMARY	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
					250.00	250.00
5,041.33	3,115.54	3,205.34	1,973.79	2,065.16	26,510.49	27,463.13
428.20	996.99	1,250.16	700.96	804.32	8,837.08	7,411.05
390.60	1,053.07	1,101.50	1,068.67	1,319.21	8,802.23	8,591.21
368.29	226.25	240.33	127.31	127.31	1,764.48	1,869.94
301.53	142.22	142.22	251.91	251.91	3,615.91	3,554.17
	2,030.00	2,030.00	2,182.50	2,182.50	11,594.29	11,594.29
6,529.95	7,564.07	7,969.55	6,305.41	6,750.41	61,374.48	60,733.79
303.87	144.56	62.77	195.27		2,352.04	4,172.82
		116.90	81.50	195.93	878.84	1,481.77
	59.99	88.78			1,983.52	2,293.60
	519.25	1,043.22	482.94	1,018.17	2,656.27	5,292.27
			25.68	75.73	250.13	411.65
					72.32	
6,833.82	8,287.87	9,281.22	7,090.53	8,040.24	69,567.60	74,385.90
244.17	5,432.62	4,965.84	3,994.25	3,271.76	19,577.97	15,195.01
7,077.99	13,720.49	14,247.06	11,084.78	11,312.00	89,145.57	89,580.91
5,826.90	6,049.52	5,884.75	5,034.62	4,912.59	48,466.30	44,802.90
828.99	5,475.12	5,217.72	4,354.16	3,829.05	26,972.39	23,895.86
				68.15		68.15
6,655.89	11,524.64	11,102.47	9,388.78	8,809.79	75,438.69	68,766.91
249.00	926.12	1,186.12	722.00	820.90	6,511.12	8,452.02
	519.25	1,043.22	482.94	1,018.17	2,656.27	5,292.27
			25.68	75.73	250.13	411.65
249.00	1,445.37	2,229.34	1,230.62	1,914.80	9,417.52	14,155.94
173.10	750.48	915.25	465.38	587.41	4,183.70	5,247.10
					105.66	1,410.96
173.10	750.48	915.25	465.38	587.41	4,289.36	6,658.06
7,077.99	13,720.49	14,247.06	11,084.78	11,312.00	89,145.57	89,580.91
97.3	139.1	119.6	132.3	109.5	108.4	92.5

STATEMENT

Comparative Balance Sheets of Electric Departments

MUSKOKA SYSTEM

Municipality / Population	Gravenhurst 1,432		Huntsville 2,176		MUSKOKA SYSTEM SUMMARY	
	1920	1921	1920	1921	1920	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	12,258.29	12,258.29	326.49	326.49	12,584.78	12,584.78
Sub-Station Equipment	12,030.88	12,209.74	647.30	647.30	12,678.18	12,857.04
Distribution System, Overhead	26,779.25	26,851.15	10,074.18	10,665.91	36,853.43	37,517.06
Dist. System, Underground	.....	.....	.....	.....	.....	.....
Line Transformers	1,133.74	1,518.59	2,895.50	2,955.20	4,029.24	4,473.79
Meters	4,379.01	4,719.18	4,897.38	5,079.26	9,276.39	9,798.44
Street Light Equipment, Regular	695.45	695.45	1,036.50	1,036.50	1,731.95	1,731.95
Street Light Equip., Ornamental	.....	.....	.....	.....	.....	.....
Miscellaneous Construction Exp.	1,542.00	1,542.00	279.92	279.92	1,821.92	1,821.92
Steam or Hydraulic Plant	.....	.....	.....	.....	.....	.....
Old Plant	7,610.69	7,610.69	5,436.20	5,436.20	13,046.89	13,046.89
Total Plant	66,429.31	67,405.09	25,593.47	26,426.78	92,022.78	93,831.87
Bank and Cash Balance	3,099.35	3,527.63	2,566.01	6,154.76	5,665.36	9,682.39
Securities and Investments	.....	.....	.....	.....	.....	.....
Accounts Receivable	2,098.26	2,098.26	130.67	2,386.55	2,228.93	4,484.81
Inventories	2,142.43	2,568.27	2,956.82	2,448.62	5,099.25	5,016.89
Sinking Fund on Local Debentures	2,470.13	2,770.49	.....	.....	2,470.13	2,770.49
Equity in Hydro System	.....	750.60	.....	.....	.....	750.60
Equity in Rural Lines	.....	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....	.....	.....
Total Assets	76,239.48	79,120.34	31,246.97	37,416.71	107,486.45	116,537.05
Deficit	8,944.17	7,010.75	6,560.32	.....	15,504.49	7,010.75
Total	85,183.65	86,131.09	37,807.29	37,416.71	122,990.94	123,547.80
LIABILITIES						
Debenture Balance	39,926.97	38,122.60	17,746.75	16,781.42	57,673.72	54,904.02
Accounts Payable	8,928.08	6,689.56	13,215.75	8,978.66	22,143.83	15,668.22
Bank Overdraft	.....	.....	.....	.....	.....	.....
Other Liabilities	.....	.....	.....	.....	.....	.....
Total Liabilities	48,855.05	44,812.16	30,962.50	25,760.08	79,817.55	70,572.24
RESERVES						
Reserve for Depreciation	9,817.00	11,952.00	3,458.00	4,424.00	13,275.00	16,376.00
Reserve for Equity in H.E.P.C. Sys	.....	750.60	.....	.....	.....	750.60
Res. for Equity in H.E.P.C.(Rural)	.....	.....	.....	.....	.....	.....
Total Reserves	9,817.00	12,702.60	3,458.00	4,424.00	13,275.00	17,126.60
SURPLUS						
Debentures Paid	24,041.47	25,845.84	3,386.79	4,352.12	27,428.26	30,197.96
Local Sinking Fund	2,470.13	2,770.49	.....	.....	2,470.13	2,770.49
Additional Operating Surplus	.....	.....	.....	2,880.51	.....	2,880.51
Total Surplus	26,511.60	28,616.33	3,386.79	7,232.63	29,898.39	35,848.96
Total Liabilities—Res. and Surplus	85,183.65	86,131.09	37,807.29	37,416.71	122,990.94	123,547.80
Percentage of Net Debt to Total Assets	64.1	56.7	99.1	68.8	74.3	60.6

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

ST. LAWRENCE SYSTEM

Alexandria	Apple Hill	Brockville		Chesterville	
2,274	P.V.	9,254		919	
1921	192	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
202.00	169.06	27,994.53	27,994.53	250.00	250.00
19,351.72	2,703.68	57,658.98	60,140.61	5,723.96	6,164.82
5,459.76	1,165.70	18,688.90	19,659.27	1,937.63	1,930.73
4,139.67	476.49	21,472.16	24,311.12	2,094.84	2,273.19
1,988.99	398.97	14,651.81	14,655.61	318.22	318.22
5,318.02	133.73	4,759.65	5,686.59	610.68	610.68
4,734.89	709.55	53,445.98	53,445.98		
41195.05	5,757.18	198,672.01	205,893.71	10,928.43	11,547.64
2,614.67	43.45	200.00	200.00		
579.38	300.41	21,968.41	25,562.67	1,448.94	950.67
1,290.70		4,330.27	2,774.62	1,408.45	2,290.52
		42,467.29	50,349.30		
			4,970.18	1,232.00	2,505.64
		1,808.91			
45,679.80	6,101.04	269,446.89	289,750.48	15,017.82	17,294.47
2,123.86	52.51	7,201.77	39,637.41	6,124.44	3,678.52
47,803.66	6,153.55	276,648.66	329,387.89	21,142.26	20,972.99
41,816.37	5,000.00	135,759.67	130,893.85	5,567.51	5,331.55
4,063.57	1,153.55	21,774.83	16,726.53	10,876.97	8,237.66
		51,378.20	53,794.88	163.29	825.69
45,879.94	6,153.55	208,912.70	201,415.26	16,607.77	14,394.90
		3,675.00	9,547.00	2,370.00	2,904.00
			4,970.18	1,232.00	2,505.64
		3,675.00	14,517.18	3,602.00	5,409.64
1,923.72		21,593.67	63,106.15	932.49	1,168.45
		42,467.29	50,349.30		
1,923.72		64,060.96	113,455.45	932.49	1,168.45
47,803.66	6,153.55	276,648.66	329,387.89	21,142.26	20,972.99
100.6	100.8	77.2	69.5	11.07	83.3

STATEMENT

Comparative Balance Sheets of Electric Departments

ST. LAWRENCE SYSTEM—Continued

Municipality	Lancaster	Martintown	Maxville	Prescott	
Population	639	P.V.	721	2,758	
	1921	1921	1921	1920	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	.....	126.15	.....	2,761.54	2,761.54
Sub-Station Equipment	.....	.....	407.79	.....	.....
Distribution System, Overhead	5,963.47	2,400.72	10,142.31	26,658.19	27,160.31
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	1,064.35	766.16	1,732.20	6,932.93	6,938.98
Meters	844.05	475.07	1,388.10	8,957.51	9,325.39
Street Light Equipment, Regular	567.75	335.26	1,270.70	1,490.28	1,490.28
Street Light Equip., Ornamental	.....	.....	.....	.....	.....
Miscellaneous Construction Exp.	1,053.60	653.27	2,347.27	1,346.73	1,340.70
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	.....	.....	.....	12,108.35	12,108.35
Total Plant	9,493.22	4,756.63	17,288.37	60,255.53	61,125.55
Bank and Cash Balance	415.60	1,190.12	.....	1,549.96	3,389.41
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	.....	264.25	51.59	6,759.70	6,758.51
Inventories	.....	.....	.....	8.30	.....
Sinking Fund on Local Debentures	.....	.....	.....	1,724.91	2,128.31
Equity in Hydro System	.....	.....	.....	930.00	1,916.21
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....	.15
Total Assets	9,908.82	6,211.00	17,339.96	71,228.40	75,318.14
Deficit	1,526.23	84.91	1,918.96	.....	.....
Total	11,435.05	6,295.91	19,258.92	71,228.40	75,318.14
LIABILITIES					
Debenture Balance	9,617.02	5,836.90	15,541.13	18,831.73	17,996.88
Accounts Payable	1,464.63	295.91	2,143.61	8,174.67	3,581.68
Bank Overdraft	.....	.....	1,115.31	.....	.....
Other Liabilities	.....	.....	.....	.....	.....
Total Liabilities	11,081.65	6,132.81	18,800.05	27,006.40	21,578.56
RESERVES					
Reserve for Depreciation	.....	.....	.....	13,070.00	15,492.00
Reserve for Equity in H.E.P.C. Sys	.....	.....	.....	930.00	1,916.21
Res. for Equity in H.E.P.C.(Rural)	.....	.....	.....	.....	.....
Total Reserves	.....	.....	.....	14,000.00	17,408.21
SURPLUS					
Debentures Paid	353.40	163.10	458.87	5,147.61	5,982.46
Local Sinking Fund	.....	.....	.....	1,724.91	2,128.31
Additional Operating Surplus	.....	.....	.....	23,349.48	28,220.60
Total Surplus	353.40	163.10	458.87	30,222.00	36,331.37
Total Liabilities—Res. and Surplus	11,435.05	6,295.91	19,258.92	71,228.40	75,318.14
Percentage of Net Debt to Total Assets	112.2	98.8	108.7	38.4	28.6

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Williamsburg P.V.		Winchester 1,028		ST. LAWRENCE SYSTEM SUMMARY	
1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	224.15	224.15	31,230.22	31,727.43
.....	.....	.....	.....	.....	407.79
1,597.74	1,597.74	7,380.70	7,478.59	99,019.57	143,103.97
.....	.....	.....	.....	.....	.....
297.89	297.89	989.01	989.01	28,839.46	40,004.05
583.77	650.47	2,216.91	2,400.74	35,325.19	46,284.29
74.41	74.41	564.98	564.98	17,099.70	21,665.17
.....	.....	.....	.....	.....	.....
4.00	4.00	343.94	343.94	7,065.00	17,491.80
.....	.....	.....	.....	.....	.....
.....	.....	1,100.00	1,100.00	66,654.33	72,098.77
2,557.81	2,624.51				
		12,819.69	13,101.41	285,233.47	372,783.27
1,337.75	1,234.76	1,233.06	.....	4,320.77	9,088.81
.....	.....	.....	.....	.....	.....
309.94	27.06	290.33	2,229.74	30,777.32	36,724.28
.....	.....	2,934.10	3,338.46	8,681.12	9,694.30
.....	.....	.....	.....	44,192.20	52,477.61
.....	81.49	560.76	1,167.76	2,722.76	10,641.28
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	1,809.91	. .15
4,205.50	3,967.82	17,837.94	19,837.37	377,736.55	491,408.90
665.37	448.53	1,895.15	.....	15,886.73	49,470.93
4,870.87	4,416.35	19,733.09	19,837.37	393,623.28	540,879.83
2,184.26	2,072.79	9,710.52	9,520.24	172,053.69	243,626.73
1,599.87	939.86	5,337.33	1,405.67	47,763.67	40,012.67
.....	.....	.....	804.18	51,541.49	56,540.06
.....	.....	.....	.....	.....	.....
3,784.13	3,012.65	15,047.85	11,730.09	271,358.85	340,179.46
521.00	645.00	3,185.00	3,579.33	22,821.00	32,167.33
.....	81.49	560.76	1,167.76	2,722.76	10,641.28
.....	.....	.....	.....	.....	.....
521.00	726.49	3,745.76	4,747.09	25,543.76	42,808.61
565.74	677.21	939.48	1,129.76	29,178.99	74,963.12
.....	.....	.....	.....	44,192.20	52,477.61
.....	.....	.....	2,230.43	23,349.48	30,451.03
565.74	677.21	939.48	3,360.19	96,720.67	157,891.76
4,870.87	4,416.35	19,733.09	19,837.37	393,623.28	540,879.83
90.0	76.0	87.0	58.7	72.4	69.3

STATEMENT

Comparative Balance Sheets of Electric Departments

RIDEAU SYSTEM

Municipality	Carlton Place		Kempt-ville	Lanark	Perth
Population	3,430		1,184	625	3,630
	1920	1921	1921	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	5,652.12	5,688.32	.....	.....	.....
Sub-Station Equipment	2,313.52	2,471.63	.....	.....	3,686.42
Distribution System, Overhead	25,514.77	26,387.48	15,319.47	4,578.52	30,425.22
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	8,993.26	9,488.95	2,342.47	555.01	13,623.77
Meters	10,097.89	10,463.95	2,907.48	797.58	11,724.60
Street Light Equipment, Regular	601.76	683.31	907.68	633.84	1,525.56
Street Light Equip., Ornamental	.....	.....	.....	.....	.....
Miscellaneous Construction Exp.	8,570.32	8,582.10	3,047.38	260.38	2,388.19
Steam or Hydraulic Plant	.....	.....	.....	.....	32,470.76
Old Plant	.....	.....	.....	.....	2,674.25
Total Plant	61,743.64	63,765.74	24,524.48	6,825.33	98,518.77
Bank and Cash Balance	3,009.96	678.53	207.20	2,086.23	.....
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	9,606.08	1,298.78	.....	.....	5,160.13
Inventories	6,852.22	4,877.89	565.03	163.32	13,021.49
Sinking Fund on Local Debentures	.....	.....	.....	.....	.....
Equity in Hydro System	.....	.....	.....	.....	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	203.75	65.04	.....
Total Assets	81,211.90	70,620.94	25,500.46	9,139.92	116,700.39
Deficit	.....	922.74	.....	.....	.....
Total	81,211.90	71,543.68	25,500.46	9,139.92	116,700.39
LIABILITIES					
Debenture Balance	45,762.64	38,389.25	24,683.78	7,561.47	47,026.80
Accounts Payable	19,655.60	25,686.68	500.46	1,487.30	18,921.38
Bank Overdraft	10,884.72	.....	.....	.....	41,537.03
Other Liabilities	.....	.....	.....	.....	.....
Total Liabilities	76,302.96	64,075.93	25,184.24	9,048.77	107,485.21
RESERVES					
Reserve for Depreciation	3,626.00	5,857.00	.....	.....	6,737.00
Reserve for Equity in H.E.P.C. Sys	.....	.....	.....	.....	.....
Res. for Equity in H.E.P.C.(Rural)	.....	.....	.....	.....	.....
Total Reserves	3,626.00	5,857.00	.....	.....	6,737.00
SURPLUS					
Debentures Paid	1,137.36	1,610.75	316.22	.....	1,973.20
Local Sinking Fund	.....	.....	.....	.....	.....
Additional Operating Surplus	145.58	.....	.....	91.15	504.98
Total Surplus	1,282.94	1,610.75	316.22	91.15	2,478.18
Total Liabilities—Res. and Surplus	81,211.90	71,543.68	25,500.46	9,139.92	116,700.39
Percentage of Net Debt to Total Assets	93.9	94.9	98.8	99.1	92.1

"A"—Continued.

of Hydro Municipalities as at December 31st, 1921

					THUNDER BAY SYSTEM	
Perth	Smith's Falls 6,665		RIDEAU SYSTEM SUMMARY		Port Arthur 15,201	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
6,600.50	20,788.10	20,688.10	26,440.22	32,976.92	.....	34,553.94
3,492.82	4,835.02	4,836.17	10,834.96	10,800.62	.....	3,021.38
31,271.22	59,322.50	64,753.49	115,262.49	126,990.71	222,376.32	247,721.12
.....	.....	.....	.....	.....	.....	.....
13,733.26	13,988.19	13,990.74	36,605.22	37,767.96	19,657.95	23,868.11
13,442.33	19,195.00	20,631.06	41,017.49	45,334.92	50,310.15	51,951.00
2,145.21	1,801.89	1,801.89	3,929.21	5,264.25	29,180.76	29,284.75
.....	.....	.....	.....	.....	.....	.....
4,659.56	8,203.50	7,903.05	19,162.01	21,405.09	11,179.53	11,728.98
25,845.26	38,251.49	38,251.49	70,722.25	64,096.75	380,274.19	348,096.93
2,674.25	21,766.99	21,508.20	24,441.24	24,182.45	.....	.....
103,864.41	188,152.68	194,364.19	348,415.09	368,819.67	712,978.90	750,226.21
10,580.60	984.37	4,046.70	3,994.33	17,392.06	1,774.68	18,136.21
.....	.....	.....	16,757.61	.....	31,005.77	46,315.33
7,440.97	1,991.40	5,448.49	31,776.85	14,416.60	90,477.99	78,065.76
10,685.72	11,903.14	10,494.33	.....	26,057.94	50,944.76	32,954.34
.....	.....	.....	.....	.....	136,998.63	129,166.19
.....	.....	.....	.....	.....	20,446.98	21,264.86
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	826.63	827.50
132,571.70	203,031.59	214,353.71	400,943.88	426,686.27	1,045,454.34	1,076,956.40
.....	20,501.30	24,284.18	20,501.30	25,206.92	.....	.....
132,571.70	223,532.89	238,637.89	421,445.18	451,893.19	1,045,454.34	1,076,956.40
105,688.61	171,588.32	165,797.97	264,377.76	317,437.30	520,149.52	460,447.06
7,919.56	25,415.29	24,362.29	63,992.27	59,455.83	11,622.96	26,286.04
.....	.....	10,000.00	52,421.75	10,000.00	.....	.....
.....	.....	.....	.....	.....	3,688.97	13,518.39
113,608.17	197,003.61	200,160.26	380,791.78	386,893.13	535,461.45	500,251.49
9,462.00	13,392.60	19,550.60	23,755.60	34,869.60	48,219.64	62,342.55
.....	.....	.....	.....	.....	20,446.98	21,264.86
.....	.....	.....	.....	.....	.....	.....
9,462.00	13,392.60	19,550.60	23,755.60	34,869.60	68,666.62	83,607.41
2,711.39	13,136.68	18,927.03	16,247.24	23,249.17	110,833.02	165,652.94
.....	.....	.....	.....	.....	136,998.63	129,166.19
6,790.14	.....	.....	650.56	6,881.29	193,494.62	198,278.37
9,501.53	13,136.68	18,927.03	16,897.80	30,130.46	441,326.27	493,097.50
132,571.70	223,532.89	238,637.89	421,445.18	451,893.19	1,045,454.34	1,076,956.40
85.7	97.0	93.5	95.0	90.7	51.2	46.4

STATEMENT

Comparative Balance Sheets of Electric Departments

OTTAWA SYSTEM			TRENT SYSTEM	
Municipality	Ottawa		Bloomfield	
Population	110,708		550	
	1920	1921	1920	1921
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	113,993.73	164,520.01	.....	.....
Sub-Station Equipment	128,283.36	162,551.81	6,384.16	6,394.46
Distribution System, Overhead	388,321.94	419,524.36	.....	.....
Dist. System, Underground	84,704.84	92,237.62	.....	.....
Line Transformers	142,143.24	162,259.06	1,119.31	1,119.31
Meters	141,670.27	152,461.52	1,248.28	1,276.91
Street Light Equipment, Regular	60,802.44	60,963.86	426.15	556.88
Street Light Equip., Ornamental	29,975.55	29,975.55	.....	.....
Miscellaneous Construction Exp.	32,247.35	33,814.85	1,403.42	1,403.42
Steam or Hydraulic Plant	.....	.....	.....	.....
Old Plant	.....	.....	.....	.....
Total Plant	1,122,142.72	1,278,308.64	10,581.32	10,750.98
Bank and Cash Balance	1,686.79	1,952.25	1,235.31	1,002.40
Securities and Investments	50,000.00	50,000.00	.....	.....
Accounts Receivable	33,845.93	41,001.81	88.44	23.20
Inventories	51,682.97	31,001.74	.....	20.00
Sinking Fund on Local Debentures	205,404.03	231,508.95	.....	.....
Equity in Hydro System	.....	.....	.....	.....
Equity in Rural Lines	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....
Total Assets	1,464,762.44	1,633,773.39	11,905.07	11,796.58
Deficit	.....	.....	240.82	1,332.84
Total	1,464,762.44	1,633,773.39	12,145.89	13,129.42
LIABILITIES				
Debenture Balance	700,000.00	700,000.00	10,991.55	10,790.86
Accounts Payable	33,162.25	44,613.33	578.89	1,176.42
Bank Overdraft	43,571.66	128,410.67	.....	.....
Other Liabilities	7,944.30	10,801.50	.....	.....
Total Liabilities	784,678.21	883,825.50	11,570.44	11,967.28
RESERVES				
Reserve for Depreciation	374,981.09	403,684.87	367.00	753.00
Reserve for Equity in H.E.P.C. Sys	.....	.....	.....	.....
Res. for Equity in H.E.P.C. (Rural)	.....	.....	.....	.....
Total Reserves	374,981.09	403,684.87	367.00	753.00
SURPLUS				
Debentures Paid	.....	.....	208.45	409.14
Local Sinking Fund	205,404.03	231,508.95	.....	.....
Additional Operating Surplus	99,699.11	114,754.07	.....	.....
Total Surplus	305,103.14	346,263.02	208.45	409.14
Total Liabilities—Res. and Surplus	1,464,762.44	1,633,773.39	12,145.89	13,129.42
Percentage of Net Debt to Total Assets	53.6	54.1	97.2	101.2

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Havelock	Kingston		Lakefield		Marmora	Norwood
1,266	22,368		1,146		853	711
1921	1920	1921	1920	1921	1921	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	38,277.09	38,277.09	.....	.....	.....	.....
572.90	.....	.....	.....	.....	.....	457.53
17,375.82	101,969.19	105,958.85	14,934.17	16,611.30	11,281.96	22,067.33
.....	44,747.10	44,747.10	.....	.....	.....	.....
1,634.40	29,680.89	31,600.65	1,169.42	1,879.61	1,046.83	2,701.60
3,998.04	54,855.99	59,722.55	2,817.40	3,503.40	2,070.15	2,814.93
1,753.49	18,699.67	17,001.27	1,064.53	1,367.95	891.95	1,802.05
.....	22,669.64	22,669.64	.....	.....	.....	.....
4,226.31	43,557.92	42,527.08	3,204.94	3,232.55	1,600.91	3,187.42
.....	77,393.70	76,653.59	.....	.....	.....	.....
2,515.45	22,298.11	25,048.11	5,500.00	3,744.25	763.77	1,443.21
32,076.41	454,149.30	464,205.93	28,690.46	30,339.06	17,655.57	34,474.04
119.14	4,374.03	22,722.16	5,149.38	2,013.37	.....	735.76
.....	.....	.....	.....	.....	.....	.....
287.41	19,436.31	10,696.40	727.53	3,312.40	2,843.42	633.45
.....	15,251.80	10,675.74	.....	40.95	.....	.....
.....	32,458.19	37,753.05	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
32,482.96	525,669.63	546,053.28	34,567.37	35,705.78	20,498.99	35,843.25
.....	.....	.....	.....	.....	.....	.....
32,482.96	525,669.63	546,053.28	34,567.37	35,705.78	20,498.99	35,843.25
28,114.37	273,159.67	268,276.10	33,500.00	33,112.16	17,092.20	32,681.32
3,270.48	.....	.....	366.02	1,217.09	67.72	835.23
.....	.....	.....	.....	.....	1,195.94	.....
.....	.....	.....	.....	.....	.....	105.00
31,384.85	273,159.67	268,276.10	33,866.02	34,329.25	18,355.86	33,621.55
.....	18,898.36	24,731.67	.....	901.00	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	18,898.36	24,731.67	.....	901.00	.....	.....
785.63	38,740.32	43,623.89	.....	387.84	573.91	418.68
.....	32,458.19	37,753.05	.....	.....	.....	.....
312.48	162,413.09	171,668.57	701.35	87.69	1,569.22	1,803.02
1,098.11	233,611.60	253,045.51	701.35	475.53	2,143.13	2,221.70
32,482.96	525,669.63	546,053.28	34,567.37	35,705.78	20,498.99	35,843.25
96.5	51.9	49.1	98.0	96.0	89.4	78.2

STATEMENT

Comparative Balance Sheets of Electric Departments

TRENT SYSTEM—Continued.

Municipality	Omemee		Peterboro		Picton
Population	557		21,790		3,189
	1920	1921	1920	1921	1920
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	.....	.....	8,241.19	8,899.33	1,292.00
Sub-Station Equipment	360.32	360.32	8,849.40	9,045.24	432.90
Distribution System, Overhead	8,575.83	8,722.92	96,486.77	109,428.36	9,121.40
Dist. System, Underground	.....	.....	.....	.....	.....
Line Transformers	644.50	2,347.49	50,217.13	58,734.81	3,698.99
Meters	1,457.47	1,555.13	50,445.29	54,878.05	4,848.14
Street Light Equipment, Regular	368.17	368.17	3,374.46	3,613.80	998.00
Street Light Equip., Ornamental	.....	.....	26,107.68	26,107.68	.....
Miscellaneous Construction Exp.	1,426.74	1,426.74	57,669.99	58,153.88	2,633.00
Steam or Hydraulic Plant	.....	.....	.....	.....	.....
Old Plant	.....	.....	17,435.71	17,435.71	3,739.98
Total Plant	12,833.03	14,780.77	318,827.62	346,196.86	26,763.51
Bank and Cash Balance	2.95	156.37	.....	.....	3,626.45
Securities and Investments	.....	.....	.....	.....	.....
Accounts Receivable	150.68	564.09	8,829.41	18,203.54	6,045.86
Inventories	.....	.....	7,761.21	12,953.23	8,227.13
Sinking Fund on Local Debentures	.....	.....	24,875.71	29,793.37	.....
Equity in Hydro System	.....	.....	.....	.....	.....
Equity in Rural Lines	.....	.....	.....	.....	.....
Other Assets	.....	.....	.....	.....	.....
Total Assets	12,986.66	15,501.23	360,293.95	407,147.00	44,552.95
Deficit	651.84	.....	.....	.....	.....
Total	13,638.50	15,501.23	360,293.95	407,147.00	44,552.95
LIABILITIES					
Debenture Balance	11,139.49	10,761.63	220,000.00	220,000.00	.....
Accounts Payable	763.50	1,967.63	13,193.65	9,807.23	2,832.58
Bank Overdraft	.....	.....	10,627.22	50,523.47	.....
Other Liabilities	.....	.....	.....	7,097.13	.....
Total Liabilities	11,902.99	12,729.26	250,356.71	287,427.83	2,832.58
RESERVES					
Reserve for Depreciation	875.00	1,404.00	43,195.00	44,467.51	1,113.00
Reserve for Equity in H.E.P.C. Sys	.....	.....	.....	.....	.....
Res. for Equity in H.E.P.C. (Rural)	.....	.....	.....	.....	.....
Total Reserves	875.00	1,404.00	43,195.00	44,467.51	1,113.00
SURPLUS					
Debentures Paid	860.51	1,238.37	.....	29,793.37	1,696.38
Local Sinking Fund	.....	.....	24,875.71	45,458.29	.....
Additional Operating Surplus	.....	129.60	41,866.53	.....	38,910.99
Total Surplus	860.51	1,367.97	66,742.24	75,251.66	40,607.37
Total Liabilities—Res. and Surplus	13,638.50	15,501.23	360,293.95	407,147.00	44,552.95
Percentage of Net Debt to Total Assets	91.7	82.0	69.5	70.6	6.4

"A"—Continued

of Hydro Municipalities as at December 31st, 1921

Picton	Wellington 850		East Whitby Township		West Whitby Township	
1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,405.07	200.00	200.00				
989.69						
13,897.21	9,222.01	10,251.97	704.50	704.50	9,207.42	9,207.42
4,000.61	1,991.58	2,424.44	2,459.31	2,459.31	2,329.96	2,329.96
6,761.15	1,723.01	2,318.50	787.22	787.22	1,207.75	1,207.75
1,162.90	796.02	796.02			721.76	721.79
2,738.50	717.28	717.28	48.97	48.97	33.11	33.11
3,739.98	2,477.92	2,477.92				
34,695.11	17,127.82	19,186.13	4,000.00	4,000.00	13,500.00	13,500.00
288.46	372.38					
5,000.00						
11,941.92	232.29	15.18				
3,599.16		136.99				
58,122.65	17,732.49	19,338.30	4,000.00	4,000.00	13,500.00	13,500.00
	427.43	1,150.23				
58,122.65	18,159.92	20,488.53	4,000.00	4,000.00	13,500.00	13,500.00
3,732.51	9,760.91	16,629.59	3,775.96	3,653.76	12,744.00	12,331.65
74.59	7,604.92	1,773.75				
		544.78				
3,807.10	17,365.83	18,948.12	3,775.96	3,653.76	12,744.00	12,331.65
	555.00	1,170.00				
	555.00	1,170.00				
1,997.81	239.09	370.41	224.04	346.24	756.00	1,168.35
52,317.74						
54,315.55	239.09	370.41	224.04	346.24	756.00	1,168.35
58,122.65	18,159.92	20,488.53	4,000.00	4,000.00	13,500.00	13,500.00
6.5	97.6	97.9	94.4	91.3	94.4	91.2

STATEMENT "A"—Concluded

Comparative Balance Sheets of Electric Departments of Hydro Municipalities as at December 31st, 1921

TRENT SYSTEM—Continued			ALL SYSTEMS	
Municipality Population	TRENT SYSTEM SUMMARY		GRAND SUMMARY	
	1920	1921	1920	1921
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and Buildings	48,010.28	48,781.49	2,175,568.24	3,230,985.63
Sub-Station Equipment	9,641.72	11,425.68	3,231,050.80	5,403,689.90
Distribution System, Overhead	256,605.45	321,990.18	8,579,881.49	8,397,361.48
Dist. System, Underground	44,747.10	44,747.10	1,313,369.29	1,401,135.97
Line Transformers	93,311.09	107,489.75	2,560,581.59	3,077,649.83
Meters	119,390.55	138,898.81	3,053,135.20	3,552,076.79
Street Light Equipment, Regular	26,448.76	29,214.45	1,269,006.98	1,335,997.13
Street Light Equip., Ornamental	48,777.32	48,777.32	557,678.13	610,586.70
Miscellaneous Construction Exp.	110,695.37	119,214.09	2,697,636.12	3,030,134.16
Steam or Hydraulic Plant	77,393.70	76,653.59	757,194.47	704,848.46
Old Plant	51,451.72	57,168.40	864,298.39	912,388.55
Total Plant	886,473.06	1,004,360.86	27,059,400.70	31,656,854.60
Bank and Cash Balance	14,760.50	29,635.66	943,858.12	900,842.34
Securities and Investments	.....	5,000.00	341,855.88	477,678.69
Accounts Receivable	35,278.23	48,521.01	2,022,538.88	2,155,788.62
Inventories	31,362.43	27,426.07	1,400,671.89	1,504,596.28
Sinking Fund on Local Debentures	57,333.90	67,546.42	2,244,004.34	2,541,718.35
Equity in Hydro System	.....	.....	531,299.63	755,846.16
Equity in Rural Lines	.....	.....	46,284.43	39,724.35
Other Assets	.....	.....	25,447.07	78,929.84
Total Assets	1,025,208.12	1,182,490.02	34,615,360.94	40,111,979.23
Deficit	1,320.09	2,483.07	182,946.17	258,486.41
Total	1,026,528.21	1,184,973.09	34,798,307.11	40,370,465.64
LIABILITIES				
Debenture Balance	575,071.58	641,190.74	19,268,072.04	21,619,220.99
Accounts Payable	25,339.56	20,190.14	1,840,137.54	1,887,567.93
Bank Overdraft	10,627.22	52,264.19	514,671.99	989,099.98
Other Liabilities	6,535.84	7,202.13	642,293.65	938,368.84
Total Liabilities	617,574.20	720,847.20	22,265,175.22	25,434,257.74
RESERVES				
Reserve for Depreciation	65,003.36	73,427.18	4,788,645.03	5,491,858.93
Reserve for Equity in H.E.P.C. Sys	.....	.....	531,299.63	759,415.73
Res. for Equity in H.E.P.C.(Rural)	.....	.....	46,284.43	40,833.32
Total Reserves	65,003.36	73,427.18	5,366,229.09	6,292,107.98
SURPLUS				
Debentures Paid	42,724.79	49,805.68	1,440,156.52	1,860,079.53
Local Sinking Fund	57,333.90	67,546.42	2,246,474.47	2,541,718.35
Additional Operating Surplus	243,891.96	273,346.61	3,480,271.81	4,242,302.04
Total Surplus	343,950.65	390,698.71	7,166,902.80	8,644,099.92
Total Liabilities—Res. and Surplus	1,026,528.21	1,184,973.09	34,798,307.11	40,370,465.64
Percentage of Net Debt to Total Assets	60.3	61.0	65.3	63.3

STATEMENT "B"

Report showing Operation of Municipalities for Period Ending December 31st, 1921.

STATEMENT

Report Showing Operation of Municipalities

NIAGARA

Municipality	Population	Power Purchased	Operation and Maintenance	Debenture Charges and Interest	Total Operation	Revenue	Gross Surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Acton	1,594	7,219.94	3,073.06	491.90	10,874.90	13,062.32	2,277.42
Ailsa Craig	535	5,744.46	264.71	397.73	6,406.90	8,298.26	1,891.36
Ancaster Twp.	.....	2,719.89	2,142.68	1,649.87	6,512.44	9,196.12	2,683.68
Aylmer	2,241	8,262.56	3,732.82	2,284.44	14,279.82	20,360.30	6,080.48
Ayr	796	3,304.43	831.34	1,025.16	5,160.93	6,898.08	1,737.15
Baden	.....	5,974.22	967.02	116.75	7,057.99	8,003.55	945.56
Beachville	.....	8,517.36	758.62	124.21	9,400.19	9,893.36	493.17
Blenheim	1,528	7,343.51	3,031.07	1,069.93	11,444.51	14,065.66	2,621.15
Bolton	656	5,945.83	1,613.00	1,387.13	8,945.96	9,081.39	135.43
Bothwell	630	7,031.51	887.00	1,208.32	9,126.83	11,635.02	2,508.19
Brampton	4,406	21,166.54	5,694.03	3,268.04	30,128.61	35,576.53	5,447.92
Brantford	32,786	92,629.23	44,046.48	22,499.48	159,175.19	175,465.27	16,290.08
Brantford Twp.	.....	5,957.15	3,795.73	4,366.51	14,119.39	16,495.77	2,376.38
Brigden	.....	4,925.99	762.97	915.50	6,604.46	7,543.77	939.31
Burford	.....	3,386.56	502.77	496.42	4,385.75	5,391.51	1,005.76
Burgessville	.....	1,232.15	105.38	277.63	1,615.16	2,246.43	631.27
Caledonia	1,308	2,180.89	686.68	346.41	3,213.98	4,728.80	1,514.82
Chatham	15,525	67,580.08	47,560.78	21,050.52	136,191.38	167,429.96	31,238.58
Chippawa	1,099	1,481.67	1,262.62	954.68	3,698.97	4,808.07	1,109.10
Clinton	1,838	7,224.64	2,304.93	3,016.69	12,546.26	16,198.87	3,652.61
Comber	.....	5,312.48	662.08	824.38	6,798.94	8,734.62	1,935.68
Dashwood	.....	3,126.68	305.90	217.21	3,649.79	3,439.43	.....
Delaware	.....	857.64	141.03	233.03	1,231.70	1,706.26	474.56
Dereham Twp.	.....	3,096.88	1,364.10	3,413.75	7,874.73	7,785.76	.....
Dorchester	.....	1,247.24	567.26	245.11	2,059.61	3,022.54	962.93
Drayton	602	3,400.14	341.07	674.75	4,415.96	5,566.82	1,150.86
Dresden	1,393	6,237.28	2,298.27	1,252.35	9,787.90	13,688.46	3,900.56
Drumbo	.....	1,080.01	210.08	257.84	1,547.93	2,385.06	837.13
Dublin	.....	2,169.97	445.05	593.37	3,208.39	2,938.25	.....
Dundas	5,054	20,937.71	10,827.99	3,394.82	35,160.52	42,966.07	7,805.55
Dunnville	3,569	10,918.66	4,020.11	5,100.01	20,038.78	21,806.74	1,767.96
Dutton	870	4,278.18	1,317.74	445.43	6,041.35	7,213.64	1,172.29
Elmira	2,400	10,187.41	3,441.57	1,416.58	15,045.56	19,179.92	4,134.36
Elora	1,199	7,947.21	2,817.81	974.55	11,739.57	12,681.28	941.71
Embro	463	3,276.11	337.84	723.58	4,337.53	5,523.46	1,185.93
Etobicoke Twp.	.....	8,382.37	4,978.13	7,526.89	20,887.39	33,005.12	12,117.73
Exeter	1,458	8,531.44	2,056.32	1,199.15	11,786.91	14,487.44	2,700.53
Fergus	1,815	7,619.95	3,455.64	1,720.92	12,796.51	14,134.38	1,337.87
Forest	1,386	6,779.33	3,333.50	2,737.43	12,850.26	15,998.46	3,148.20
Galt	13,092	64,467.06	23,967.85	16,506.46	104,941.37	131,536.15	26,594.78
Georgetown	2,554	21,458.22	4,027.10	1,096.73	26,582.05	28,805.39	2,223.34
Glencoe	779	5,084.48	828.49	2,629.70	8,542.67	10,909.43	2,366.76
Goderich	4,289	21,554.59	8,682.71	4,603.54	34,840.84	39,167.77	4,326.93
Grantham Twp.	.....	1,405.83	1,406.53	3,073.36	5,885.72	7,852.83	1,967.11
Granton	.....	2,242.62	192.42	271.59	2,706.63	3,821.17	1,114.54

"B"

for Period Ending December 31st, 1921

SYSTEM

Gross Deficit	Depreciation	Net Surplus	Net Deficit	Number of Consumers					Per Cent of Consumers to Population	Horsepower taken in Dec., 1921
				Dom. Lt.	Com'l Lt.	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	916.00	1,361.42	.....	301	69	14	.....	384	24.1	276.9
.....	479.00	1,412.36	.....	95	32	3	1	131	24.5	131.3
.....	1,146.00	1,537.68	.....	422	34	4	.....	460	.....	*
.....	1,087.00	4,993.48	.....	416	108	10	.....	534	23.8	215.8
.....	540.00	1,197.15	.....	115	42	5	.....	162	20.	103.2
.....	438.00	507.56	.....	78	24	6	.....	108	.....	252.9
.....	543.00	.....	49.83	71	23	3	.....	97	.....	237.2
.....	1,097.00	1,524.15	.....	359	93	11	.....	463	30.3	191.5
.....	938.00	.....	802.57	118	38	10	15	181	27.5	130.6
.....	308.00	2,200.19	.....	123	57	13	.....	193	30.6	143.1
.....	4,156.00	1,291.92	.....	964	189	35	13	1,201	27.2	1,104.2
.....	15,444.35	845.73	.....	4,458	530	80	.....	5,068	15.4	5,690.3
.....	1,999.00	377.38	.....	515	32	4	22	573	.....	*
.....	391.00	548.31	.....	71	38	3	.....	112	.....	46.6
.....	350.00	655.76	.....	127	37	2	4	170	.....	50.2
.....	182.00	449.27	.....	44	12	1	.....	57	.....	16.6
.....	487.00	1,027.82	.....	76	55	7	.....	138	.....	93.1
.....	10,050.00	21,188.58	.....	3,442	636	130	.....	4,208	27.1	2,748.0
.....	632.00	477.10	.....	144	26	1	.....	171	15.5	81.2
.....	1,490.00	2,162.61	.....	361	130	11	.....	502	27.3	197.0
.....	368.00	1,567.68	.....	68	40	2	.....	110	.....	89.4
210.36	172.00	.....	382.36	43	22	2	.....	67	.....	50.2
.....	141.00	333.56	.....	42	12	.....	.....	54	.....	13.4
88.97	2,195.00	.....	2,283.97	.....	.....	.....	174	174	.....	59.6
.....	306.00	656.93	.....	97	15	3	.....	115	.....	24.5
.....	422.00	728.86	.....	106	42	2	.....	150	24.9	53.6
.....	796.00	3,104.56	.....	256	107	12	.....	375	26.9	118.2
.....	203.00	634.13	.....	54	24	1	.....	79	.....	29.5
270.14	253.00	.....	523.14	19	19	3	2	43	.....	13.0
.....	4,400.00	3,405.55	.....	848	170	50	41	1,109	21.9	1,169.0
.....	2,641.00	.....	873.04	242	142	17	.....	401	11.2	343.0
.....	530.00	642.29	.....	159	75	3	2	239	27.4	111.2
.....	1,417.00	2,717.36	.....	348	98	22	.....	468	19.5	289.1
.....	937.00	4.71	.....	205	67	3	1	276	23.	207.6
.....	408.00	777.93	.....	72	36	3	1	112	24.2	32.8
.....	5,380.00	6,737.73	.....	1,515	83	14	.....	1,612	.....	494.6
.....	959.00	1,741.53	.....	277	90	7	1	375	25.7	187.7
.....	1,285.00	52.87	.....	310	100	15	...	425	23.4	241.2
.....	1,171.00	1,977.20	.....	337	106	15	.....	458	33.	133.4
.....	13,282.16	13,312.62	.....	2,962	417	107	.....	3,486	26.6	3,526.8
.....	2,179.00	44.34	.....	419	100	31	.....	550	21.5	614.0
.....	806.00	1,560.76	.....	143	62	3	.....	208	26.7	78.4
.....	4,260.00	66.93	.....	816	182	17	20	1,035	24.1	466.5
.....	475.40	1,491.71	.....	.....	.....	.....	209	209	.....	* 41.1
.....	217.00	897.54	.....	63	22	2	.....	87	.....	19.8

STATEMENT

Report Showing Operation of Municipalities

NIAGARA

Municipality	Population	Power Purchased	Operation and Maintenance	Debenture Charges and Interest	Total Operation	Revenue	Gross Surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Guelph	17,922	84,268.29	34,233.26	8,478.38	126,979.93	144,771.70	17,791.77
Hagersville	1,139	11,754.85	2,152.96	413.74	14,321.55	18,044.35	3,722.80
Hamilton	114,766	304,139.38	160,206.24	83,014.98	547,360.60	608,687.15	61,326.55
Harriston	1,326	8,314.86	2,040.60	1,393.89	11,749.35	15,152.88	3,403.53
Hensall	687	3,079.13	801.59	840.77	4,721.49	5,562.33	840.84
Hespeler	3,059	9,841.93	6,102.48	2,183.43	18,127.84	18,590.92	463.08
Highgate	403	2,080.99	422.71	325.26	2,828.96	3,931.97	1,103.01
Ingersoll	5,422	25,721.93	11,778.26	3,479.14	40,979.33	46,033.30	5,053.97
Kitchener	23,027	137,226.38	47,036.30	17,083.25	201,345.93	224,332.76	22,986.83
Lambeth	.....	1,341.93	368.44	309.22	2,019.59	2,856.62	837.03
Listowel	2,571	15,222.99	5,879.93	3,779.12	24,882.04	29,374.14	4,492.10
London	59,281	293,032.07	163,766.64	73,685.48	530,484.19	589,889.62	59,405.43
Louth Twp	.....	.....	597.53	494.41	1,091.94	728.10	.....
Lucan	614	6,424.35	1,524.76	704.10	8,653.21	11,763.01	3,109.80
Lynden	.....	4,362.89	197.82	342.76	4,903.47	5,700.35	796.98
Markham	941	3,139.96	1,667.73	1,296.37	6,104.06	9,249.11	3,145.05
Merritton	2,480	3,052.27	5,568.15	746.89	9,367.31	12,653.09	3,285.78
Milton	1,800	18,846.46	2,586.52	1,386.63	22,819.61	26,714.19	3,894.58
Milverton	1,029	8,748.51	1,306.87	601.01	10,656.39	13,002.77	2,346.38
Mimico	4,187	9,185.53	6,256.79	2,092.73	17,535.05	21,087.64	3,552.59
Mitchell	1,686	6,060.55	2,736.61	1,759.54	10,556.70	15,996.18	5,439.48
Moorefield	.....	1,868.94	196.74	383.48	2,449.16	2,937.93	488.77
Mount Brydges	.....	1,863.09	316.20	247.55	2,426.84	3,224.15	797.31
Newbury	283	863.59	85.72	655.07	1,604.38	1,800.72	196.34
New Hamburg	1,401	7,644.94	3,151.19	1,119.52	11,915.65	13,478.44	1,562.79
New Toronto	2,850	68,979.18	8,477.68	169.43	77,626.29	78,841.50	1,215.21
Niagara-on-the Lake	1,863	3,407.88	3,831.33	1,518.51	8,757.72	14,482.64	5,724.92
Niagara Falls	14,805	50,073.13	42,974.33	17,714.39	110,761.85	127,634.38	16,872.53
Norwich	1,237	8,950.13	8,370.04	643.70	17,963.87	22,514.67	4,550.80
Oil Springs	443	5,245.21	867.95	940.99	7,054.15	9,040.83	1,986.68
Otterville	.....	1,661.26	353.01	303.44	2,317.71	3,907.78	1,590.07
Palmerston	1,850	6,845.88	1,833.93	2,018.00	10,697.81	17,505.95	6,808.14
Paris	4,346	15,186.57	6,653.54	6,396.05	28,236.16	35,261.23	7,025.07
Parkhill	1,194	3,735.92	615.79	1,472.10	5,823.81	8,969.59	3,145.78
Petrolia	2,964	18,139.05	7,549.84	3,768.36	29,457.25	39,856.98	10,399.73
Plattsville	.....	2,394.50	350.39	316.87	3,061.76	2,633.73	.....
Port Colborne	2,956	6,724.89	4,736.31	3,592.87	15,054.07	20,281.45	5,227.38
Port Credit	1,044	3,348.13	1,453.02	479.69	5,280.84	7,993.97	2,713.13
Port Dalhousie	1,565	2,908.23	3,338.29	1,139.88	7,386.40	8,649.46	1,263.06
Port Dover	.....	.....	.....	.....	.....	.....	.....
Port Stanley	797	8,105.86	3,833.37	1,039.71	12,978.94	15,240.58	2,261.64
Preston	5,355	35,661.24	15,978.96	7,352.15	58,992.35	58,916.60	.....
Princeton	.....	1,543.22	203.93	249.98	1,997.13	2,016.78	19.65
Queenston	.....	413.07	238.65	172.20	823.92	1,398.55	574.63
Ridgetown	2,256	8,006.37	3,022.69	1,374.44	12,403.50	17,338.96	4,935.46

" B "—Continued

for Period Ending December 31st, 1921

SYSTEM—Continued

Gross Deficit	Depreciation	Net Surplus	Net Deficit	Number of Consumers					Per Cent of Consumers to Population	Horse-power taken in Dec., 1921
				Dom. Lt.	Com'l Lt.	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	12,466.00	5,325.77	.....	3,292	579	90	90	4,051	22.6	4,572.3
.....	708.00	3,014.80	.....	179	83	10	.....	272	23.9	429.1
.....	61,173.28	153.27	.....	19822	2,021	629	767	23,239	20.2	19,705.0
.....	783.00	2,620.53	.....	221	78	7	.....	306	23.1	204.8
.....	524.00	316.84	.....	121	44	6	.....	171	24.9	70.3
.....	2,088.00	.....	1,624.92	480	95	17	.....	592	19.3	449.0
.....	289.00	814.01	.....	61	31	6	.....	98	24.3	29.0
.....	3,995.00	1,058.97	.....	1,016	225	54	10	1,305	24.1	1,309.6
.....	19,567.00	3,419.83	.....	3,740	615	182	22	4,559	19.8	7,305.6
.....	216.00	621.03	.....	86	22	1	.....	109	.....	28.0
.....	2,043.00	2,449.10	.....	458	142	18	.....	618	24.	482.5
.....	58,898.95	506.48	.....	13117	1,785	466	.....	15,368	25.9	14,799.0
363.84	70.00	.....	433.84	51	.....	.....	.....	51	.....	.....
.....	614.00	2,495.80	.....	135	40	10	1	186	30.3	199.8
.....	228.00	568.88	.....	57	18	1	.....	76	.....	104.5
.....	755.00	2,390.05	.....	169	42	6	.....	217	23.1	79.6
.....	948.00	2,337.78	.....	603	58	5	.....	666	26.8	219.8
.....	1,496.00	2,398.58	.....	315	82	20	.....	417	23.2	883.2
.....	628.00	1,718.38	.....	152	64	5	.....	221	21.5	348.5
.....	2,461.00	1,091.59	.....	927	66	9	.....	1,002	23.9	627.0
.....	2,069.00	3,370.48	.....	330	104	21	.....	455	27.0	233.2
.....	187.00	301.77	.....	26	20	2	.....	48	.....	13.4
.....	222.00	575.31	.....	77	20	1	.....	98	.....	29.2
.....	.....	196.34	.....	40	12	1	.....	53	18.7	26.8
.....	1,306.00	256.79	.....	231	63	11	.....	305	21.8	235.2
.....	2,354.00	.....	1,138.79	631	73	14	.....	718	25.2	1,425.0
.....	708.00	5,016.92	.....	306	74	6	4	390	20.9	158.0
.....	12,539.50	4,333.03	.....	3,048	528	90	.....	3,666	24.8	4,241.0
.....	2,970.00	1,580.80	.....	305	85	7	168	565	.....	343.0
.....	628.00	1,358.68	.....	42	17	33	.....	92	20.8	194.7
.....	286.00	1,304.07	.....	84	17	4	.....	105	.....	46.6
.....	1,015.00	5,793.14	.....	255	80	6	.....	341	18.4	205.0
.....	4,178.00	2,847.07	.....	875	188	18	1	1,082	24.9	830.9
.....	670.00	2,475.78	.....	146	58	3	.....	207	17.3	76.4
.....	2,808.00	7,591.73	.....	503	187	61	.....	751	25.3	701.5
428.03	244.00	.....	672.03	77	20	2	.....	99	.....	32.1
.....	1,892.00	3,335.38	.....	579	151	17	.....	747	25.3	544.0
.....	765.94	1,947.19	.....	221	42	6	3	272	26.0	146.7
.....	649.00	614.06	.....	373	28	7	50	458	26.1	130.6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	1,157.00	1,104.64	.....	481	111	19	.....	611	.....	111.9
75.75	5,452.00	.....	5,527.75	1,074	196	42	12	1,324	24.7	1,793.0
.....	144.00	.....	124.35	55	10	.....	.....	65	.....	19.1
.....	.....	574.63	.....	43	6	1	.....	50	.....	21.4
.....	1,043.00	3,892.46	.....	359	121	9	.....	489	21.7	201.5

STATEMENT

Report Showing Operation of Municipalities

NIAGARA

Municipality	Population	Power Purchased	Operation and Maintenance	Debenture Charges and Interest	Total Operation	Revenue	Gross Surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Rockwood	.....	2,982.79	454.71	342.65	3,780.15	5,148.30	1,368.15
Rodney	676	2,522.47	700.63	531.12	3,754.22	6,033.49	2,279.27
Sarnia	13,870	86,888.58	37,032.64	24,544.17	148,465.39	197,578.81	49,113.42
Scarboro Twp	.....	5,749.72	4,620.72	5,845.73	16,216.17	20,774.16	4,557.99
Seaforth	1,981	13,632.26	3,003.42	1,052.61	17,688.29	21,384.39	3,696.10
Simcoe	3,946	7,775.63	2,889.50	1,318.11	11,983.24	15,810.25	3,827.01
Springfield	470	1,908.46	358.24	718.26	2,984.96	3,058.26	73.30
St. Catharines	19,862	49,991.59	43,797.79	18,967.83	112,757.21	137,525.60	24,768.39
St. George	.....	3,025.92	575.53	220.37	3,821.82	4,583.30	761.48
St. Jacobs	.....	2,775.48	401.59	365.30	3,542.37	4,329.57	787.20
St. Marys	4,004	28,024.07	6,723.30	3,719.89	38,467.26	45,965.99	7,498.73
St. Thomas	17,850	62,070.55	34,560.89	5,478.79	102,140.23	131,001.36	28,891.13
Stamford Twp.	.....	6,834.11	5,385.91	4,481.41	16,701.43	19,026.34	2,324.91
Stratford	18,871	60,191.16	27,041.64	14,403.38	101,636.18	121,334.39	19,698.21
Strathroy	2,654	14,031.07	6,106.01	3,409.14	23,546.22	29,922.58	6,376.36
Tavistock	1,003	8,885.93	983.39	109.77	9,979.09	13,321.24	3,342.15
Thamesford	.....	4,622.18	437.43	470.86	5,530.47	6,684.13	1,153.66
Thamesville	.....	3,719.25	741.39	829.95	5,290.59	9,299.73	4,009.14
Thorndale	.....	3,890.74	293.81	305.84	4,490.39	4,251.61	.....
Thorold	5,514	7,050.39	7,606.94	.....	14,657.33	19,501.58	4,844.25
Tilbury	1,749	6,101.98	1,903.86	1,231.85	9,237.69	12,447.90	3,210.21
Tillsonburg	3,021	13,359.45	6,000.22	2,254.66	21,614.33	26,875.09	5,260.76
Toronto	512,812	1111019.01	1172880.41	658,698.90	2942598.32	3588118.05	645,519.73
Toronto Twp.	.....	6,629.82	3,097.68	4,351.27	14,078.77	25,042.87	10,964.10
Vaughan Twp.	.....	1,775.52	374.70	2,586.40	4,736.62	5,196.39	459.77
Walkerville	7,469	118,454.99	42,808.21	16,330.02	177,593.22	205,841.71	28,248.49
Wallaceburg	4,119	21,486.10	9,230.00	4,558.78	35,274.88	48,213.54	12,938.66
Wardsville	215	321.84	52.89	65.03	439.76	862.21	422.45
Waterdown	816	3,971.59	1,072.38	1,336.98	6,380.95	8,501.55	2,120.60
Waterford	1,083	4,374.55	1,961.95	1,285.86	7,622.36	8,897.68	1,275.32
Waterloo	5,744	29,065.23	13,674.48	7,387.62	50,127.33	56,496.23	6,368.90
Watford	1,633	5,456.37	1,444.31	935.04	7,835.72	9,949.98	2,114.26
Welland	9,356	33,834.50	21,038.83	16,818.66	71,691.99	82,865.59	11,173.60
West Lorne	770	5,584.68	869.53	507.95	6,962.16	10,374.76	3,412.60
Wellesley	.....	4,698.61	772.95	569.31	6,040.87	6,378.43	337.56
Weston	3,104	22,696.37	6,425.19	1,243.77	30,365.33	36,068.53	5,703.20
Windsor	37,120	203,714.88	173,700.71	51,931.34	429,346.93	513,863.66	84,516.73
Woodbridge	661	3,802.81	699.81	417.01	4,919.63	6,445.04	1,525.41
Woodstock	10,333	40,036.09	16,242.68	4,439.44	60,718.21	77,893.78	17,175.57
Wyoming	475	2,091.69	643.12	921.69	3,656.50	4,484.65	828.15
Zurich	.....	4,001.87	420.93	232.83	4,755.63	5,281.96	626.33
Total	1105493	3739893.93	2440745.69	1250778.92	7431418.54	8899419.22	1469676.55

" B "—Continued

for Period Ending December 31st, 1921

SYSTEM—Continued

Gross Deficit	Depreciation	Net Surplus	Net Deficit	Number of Consumers					Per Cent of Consumers to Population	Horse-power taken in Dec., 1921
				Dom. Lt.	Com'l Lt.	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	410.00	958.15	.....	112	16	4	.....	132	.....	50.0
.....	434.00	1,845.27	.....	120	56	2	.....	178	26.3	34.3
.....	12,937.00	36,176.42	.....	3,591	546	79	.....	4,216	30.4	3,532.2
.....	2,995.00	1,562.99	.....	947	15	8	.....	970	.....	211.9
.....	2,178.00	1,518.10	.....	447	124	13	.....	584	29.5	429.1
.....	1,824.00	2,003.01	.....	222	154	21	.....	397	10.1	343.0
.....	.....	73.30	.....	53	22	2	.....	77	16.4	21.4
.....	14,403.50	10,364.89	.....	4,040	360	84	.....	4,484	22.6	4,115.0
.....	281.00	480.48	.....	86	25	4	1	116	.....	69.0
.....	256.00	531.20	.....	57	23	2	.....	82	.....	113.5
.....	4,264.12	3,234.61	.....	811	153	42	.....	1,006	25.1	952.0
.....	12,282.00	16,609.13	.....	3,355	547	110	222	4,234	22.5	2,992.0
.....	2,237.00	87.91	.....	770	20	9	.....	799	.....	446.3
.....	14,275.00	5,423.21	.....	3,414	455	146	100	4,115	21.3	2,992.0
.....	2,500.00	3,876.36	.....	537	165	23	.....	725	27.3	461.0
.....	515.00	2,827.15	.....	155	64	4	.....	223	22.2	316.3
.....	382.00	771.66	.....	80	27	3	.....	110	.....	104.5
.....	572.00	3,437.14	.....	183	66	4	.....	253	.....	79.0
238.78	197.00	.....	435.78	62	17	2	.....	81	.....	57.9
.....	2,379.00	2,465.25	.....	932	160	2	.....	1,094	19.8	379.3
.....	609.00	2,601.21	.....	193	89	8	.....	290	16.6	192.3
.....	3,008.00	2,252.76	.....	527	189	19	.....	735	24.3	409.0
.....	431,166.42	214,353.31	.....	67,019	12,401	2,488	.....	81,908	16.0	76,292.2
.....	4,419.00	6,545.10	.....	.....	.....	.....	585	585	.....	260.2
.....	1,234.00	.....	774.23	53	10	4	10	77	.....	*
.....	11,946.44	16,302.05	.....	3,171	398	81	.....	3,650	48.9	4,150.9
.....	2,784.00	10,154.66	.....	715	193	36	.....	944	22.9	658.0
.....	.....	422.45	.....	37	15	.....	2	54	25.1	10.0
.....	1,306.00	814.60	.....	154	36	4	87	281	23.8	114.0
.....	592.00	683.32	.....	203	49	7	13	272	23.9	193.3
.....	7,176.87	.....	807.97	1,091	172	68	.....	1,331	23.2	1,416.5
.....	575.00	1,539.26	.....	154	76	8	.....	238	14.6	72.3
.....	8,555.00	2,618.60	.....	1,324	211	44	.....	1,579	16.9	1,729.3
.....	474.00	2,938.60	.....	110	54	3	.....	167	21.7	162.2
.....	330.00	7.56	.....	82	30	4	.....	116	.....	140.4
.....	3,812.00	1,891.20	.....	1,030	120	14	17	1,181	37.5	1,009.0
.....	23,440.00	61,076.73	.....	9,731	1,448	341	.....	11,520	31.0	7,604.5
.....	598.00	927.41	.....	115	36	5	1	157	23.6	194.4
.....	8,752.00	8,423.57	.....	2,060	409	76	.....	2,545	24.6	2,049.4
.....	400.00	428.15	.....	86	39	4	.....	129	27.1	45.5
.....	276.00	350.33	.....	59	39	2	.....	100	.....	26.8
1,675.87	887,890.93	596,564.32	16,454.57	179329	30,210	6,178	2,665	218382	.....	198144.0

STATEMENT

Report Showing Operation of Municipalities

SEVERN

Municipality	Population	Power Purchased	Operation and Maintenance	Debenture Charges and Interest	Total Operation	Revenue	Gross Surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Alliston	1,301	8,947.66	2,028.92	3,643.78	14,620.36	14,194.32	.....
Barrie	6,876	27,450.40	7,867.40	3,476.93	38,795.73	44,921.13	6,125.40
Beeton	580	7,233.30	467.62	1,233.85	8,934.77	8,742.78	.....
Bradford	907	6,054.39	775.71	1,722.04	8,552.14	7,136.53	.....
Coldwater	663	3,087.48	697.17	600.17	4,384.82	5,707.69	1,322.87
Collingwood	6,016	44,861.16	7,267.35	2,085.46	54,213.97	47,485.82	.....
Cookstown	.....	3,317.25	611.94	1,026.08	4,955.27	5,516.61	561.34
Creemore	603	3,494.32	426.60	492.69	4,413.61	5,737.31	1,324.70
Elmvale	.....	5,730.10	825.74	418.25	6,974.09	7,987.92	1,013.83
Midland	7,129	33,310.92	8,498.52	7,197.09	49,007.34	56,096.02	7,088.68
Penetang	3,896	22,367.18	4,580.98	2,483.70	29,431.86	32,744.63	3,312.77
Port McNicoll	614	1,541.88	416.91	793.81	2,752.60	3,251.52	498.92
Stayner	927	5,307.43	858.88	1,177.64	7,343.95	8,850.53	1,506.58
Thornton	.....	1,420.00	132.86	676.49	2,229.35	1,571.94	.....
Tottenham	452	4,183.18	552.03	1,300.62	6,035.83	4,763.00	.....
Victoria Harbor	1,462	2,120.97	843.33	525.58	3,489.88	3,880.94	391.06
Waubaushene	.....	1,256.89	340.31	305.58	1,902.78	2,437.21	534.43
Total	33,426	181,684.51	37,193.27	29,160.57	248,038.35	261,026.90	23,680.58

EUGENIA

Arthur	1,218	10,829.32	937.72	2,130.14	13,897.18	11,399.87	.....
Chatsworth	326	1,766.98	414.44	560.23	2,741.65	2,839.40	97.75
Chesley	1,721	11,744.97	1,484.42	2,653.20	15,882.59	18,171.08	2,288.49
Dundalk	690	4,575.06	428.90	515.78	5,519.74	6,758.65	1,238.91
Durham	1,400	10,358.25	1,903.94	1,846.06	14,108.25	17,149.96	3,041.71
Elmwood	.....	2,650.67	161.43	691.15	3,503.25	3,659.01	155.76
Flesherton	417	2,765.44	512.25	604.17	3,881.86	3,954.00	72.14
Grand Valley	595	3,883.65	422.39	1,032.14	5,338.18	7,213.20	1,875.02
Hanover	2,842	39,888.41	5,893.97	6,302.01	52,084.39	55,983.02	3,898.63
Holstein	.....	1,788.06	154.69	422.15	2,364.90	1,495.10	.....
Kincardine	2,036	7,061.19	4,587.23	3,415.75	15,064.17	8,824.70	.....
Lucknow	918	4,454.69	332.84	1,077.16	5,864.69	5,316.67	.....
Markdale	927	3,232.18	842.45	916.69	4,991.32	6,550.85	1,559.53
Mount Forest	1,825	12,830.19	2,904.90	2,402.25	18,137.34	16,959.97	.....
Neustadt	444	7,107.25	562.49	1,333.22	9,002.96	6,086.75	.....
Orangeville	2,427	9,319.36	2,321.53	3,104.75	14,745.64	15,583.37	837.73
Owen Sound	12,013	56,720.95	21,800.30	9,628.36	88,149.61	83,340.77	.....
Priceville	.....	507.72	17.60	348.72	874.04	644.30	.....
Ripley	.....	4,354.38	261.41	745.23	5,361.02	5,103.30	.....
Shelburne	1,075	7,945.42	843.82	1,932.79	10,722.03	12,404.42	1,682.39
Tara	537	4,333.05	726.22	1,566.46	6,625.73	6,183.78	.....
Teeswater	807	4,598.73	357.86	3,148.82	8,105.41	5,580.79	.....
Wingham	2,337	19,544.70	7,022.36	4,234.35	30,801.41	32,523.38	1,721.97
Total	36,555	232,260.62	54,895.16	50,611.58	337,767.36	333,726.34	18,470.03

"B"—Continued

for Period Ending December 31st, 1921

SYSTEM

Gross Deficit	Depreciation	Net Surplus	Net Deficit	Number of Consumers					Per Cent of Consumers to Population	Horse-power taken in Dec., 1921
				Dom. Lt.	Com'l Lt.	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
426.04	1,364.00	.....	1,790.04	262	88	15	5	370	28.0	127.8
.....	4,486.00	1,639.40	.....	1,349	267	27	.....	1,643	23.9	916.8
191.99	604.00	.....	795.99	79	30	2	.....	111	19.1	89.1
1,415.61	765.00	.....	2,180.61	104	44	2	.....	150	16.5	68.3
.....	518.00	804.87	.....	87	47	4	.....	138	20.8	65.6
6,728.15	3,924.00	.....	10,652.15	1,138	246	53	2	1,439	23.9	1,362.0
.....	517.00	44.34	.....	76	23	2	.....	101	.....	65.6
.....	387.00	937.70	.....	111	55	6	.....	172	28.5	42.8
.....	547.00	466.83	.....	100	64	7	.....	171	.....	114.5
.....	5,664.00	1,424.68	.....	1,171	202	51	.....	1,424	20.0	1,055.0
.....	2,968.00	344.77	.....	375	89	28	.....	492	12.6	806.1
.....	340.00	158.92	.....	106	26	1	.....	133	21.7	48.9
.....	686.00	820.58	.....	164	65	9	.....	238	25.7	126.3
657.41	312.00	.....	969.41	32	11	.....	.....	43	.....	14.7
1,272.83	437.00	.....	1,709.83	103	47	2	.....	152	33.6	53.6
.....	352.00	39.06	.....	97	36	.....	.....	133	9.1	52.6
.....	202.00	332.43	.....	69	16	3	.....	8	.....	26.8
10,692.03	24,073.00	7,013.58	18,098.03	5,423	1,356	212	7	6,998	.....	5,036.5

SYSTEM

2,497.31	979.00	.....	3,476.31	101	71	5	.....	177	14.5	148.7
.....	233.00	.....	135.25	52	27	1	.....	80	24.5	24.0
.....	1,189.00	1,099.49	.....	269	90	14	.....	373	21.7	297.1
.....	404.00	834.91	.....	106	77	3	.....	186	26.9	103.5
.....	1,071.00	1,970.71	.....	252	87	8	.....	347	24.8	236.0
.....	272.00	.....	116.24	38	17	1	.....	56	.....	46.6
.....	309.00	.....	236.86	85	37	1	.....	123	29.4	53.6
.....	515.00	1,360.02	.....	98	53	2	.....	153	25.7	65.6
.....	3,056.00	842.63	.....	467	110	14	.....	591	20.8	2,628.9
869.80	124.00	.....	993.80	27	18	1	.....	46	.....	10.6
6,239.47	.....	.....	6,239.47	309	96	4	.....	409	20.1	111.2
548.02	.....	.....	548.02	99	58	1	.....	158	17.2	104.5
.....	600.00	959.53	.....	158	66	9	.....	233	25.1	97.8
1,177.37	1,203.00	.....	2,380.37	239	128	10	.....	377	20.6	211.8
2,916.21	611.00	.....	3,527.21	55	29	4	.....	88	19.8	181.0
.....	1,497.09	.....	659.27	221	95	10	.....	326	13.4	185.0
4,808.84	6,392.67	.....	11,201.51	2,075	457	109	12	2,653	22.1	1,577.7
229.74	.....	.....	229.74	17	7	.....	.....	24	.....	8.0
257.72	.....	.....	257.72	55	42	1	.....	98	.....	64.3
.....	886.00	796.39	.....	206	80	7	.....	293	27.2	165.4
441.95	576.00	.....	1,017.95	81	39	6	.....	126	23.5	48.9
2,524.62	.....	.....	2,524.62	118	44	3	.....	165	20.4	100.7
.....	2,660.00	.....	938.03	353	141	27	.....	521	22.3	226.5
22,511.05	22,577.67	7,863.68	34,482.37	5,481	1,869	241	12	7,603	.....	6,697.4

STATEMENT

Report Showing Operation of Municipalities

WASDELLS

Municipality	Population	Power Purchased	Operation and Maintenance	Debenture Charges and Interest	Total Operation	Revenue	Gross Surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Beaverton	975	5,630.75	1,301.34	1,610.05	8,542.14	12,335.66	3,793.52
Brechin	.....	3,268.69	354.19	396.45	4,019.33	4,055.90	36.57
Cannington	896	4,112.90	1,032.18	1,261.26	6,406.34	9,344.88	2,938.54
Kirkfield	.....	1,010.96	248.10	544.58	1,803.64	1,657.81	.....
Sunderland	.....	3,607.33	701.82	1,238.82	5,547.97	6,265.67	717.70
Woodville	448	3,955.25	668.02	791.37	5,414.64	6,518.48	1,103.84
Total	3,819	21,585.88	4,305.65	5,842.53	31,734.06	40,178.40	8,590.17

MUSKOKA

Gravenhurst	1,432	6,807.01	4,769.58	3,818.56	15,395.15	17,791.74	2,396.59
Huntsville	2,176	20,362.63	3,181.63	2,301.81	25,846.07	29,553.61	3,707.54
Total	3,608	27,169.64	7,951.21	6,120.37	41,241.22	47,345.35	6,104.13

ST. LAWRENCE

Alexandria	2,274	10,316.44	3,241.87	2,504.84	16,063.15	13,939.29	.....
Apple Hill	.....	825.96	190.69	29.40	1,046.05	993.54	.....
Brockville	9,254	55,951.02	28,648.24	18,647.80	103,247.06	105,605.64	2,358.58
Chesterville	919	11,671.99	1,530.56	940.99	14,143.54	13,850.57	.....
Lancaster	639	2,232.53	101.74	618.51	2,952.78	1,426.55	.....
Martintown	.....	531.71	33.81	232.21	797.73	712.82	.....
Maxville	721	3,735.26	441.76	1,007.25	5,184.27	3,265.31	.....
Prescott	2,758	10,946.18	5,537.88	2,200.91	18,684.97	23,075.74	4,390.77
Williamsburg	.....	1,333.75	304.50	220.67	1,858.92	1,900.03	41.11
Winchester	1,028	6,057.65	1,707.43	907.59	8,672.67	11,215.66	2,542.99
Total	19,093	103,602.49	41,738.48	27,310.17	172,651.14	175,985.15	9,333.45

RIDEAU

Carleton Place	3,430	31,698.59	6,931.86	4,200.20	42,830.65	42,574.23	.....
Lanark	625	556.24	42.98	65.47	664.69	755.84	91.15
Perth	3,630	22,699.64	5,177.83	6,218.98	34,096.45	42,043.62	7,947.17
Smith's Falls	6,665	33,638.60	14,165.49	16,858.51	64,662.60	67,021.88	2,358.78
	14,350	88,593.07	26,318.16	27,343.16	142,254.39	152,395.07	10,397.10

THUNDER BAY

Port Arthur	15,201	180,592.95	65,849.72	39,666.65	286,109.32	319,029.63	32,920.31

" B "—Continued

for Period Ending December 31st, 1921

SYSTEM

Gross Deficit	Depreciation	Net Surplus	Net Deficit	Number of Consumers					Per Cent of Consumers to Population	Horse-power taken in Dec., 1921
				Dom. Lt.	Com'l Lt.	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	621.00	3,172.52	.....	159	55	13	98	325	33.3	103.2
.....	134.00	.....	97.43	28	22	3	.....	53	.....	28.4
.....	578.00	2,360.54	.....	182	70	11	.....	263	29.3	80.4
145.83	249.00	.....	394.83	21	16	.....	.....	37	.....	25.8
.....	260.00	457.70	.....	79	35	2	16	.. 132	.....	45.7
.....	192.00	911.84	.....	84	28	3	13	.. 128	.....	54.9
145.83	2,034.00	6,902.60	492.26	553	226	32	127	938	.....	338.4

SYSTEM

.....	2,135.00	261.59	.....	294	75	12	.....	381	26.6	333.8
.....	966.00	2,741.54	.....	339	86	8	.....	433	19.9	994.7
.....	3,101.00	3,003.13	.....	633	161	20	.....	814	.....	1,328.5

SYSTEM

123.86	.....	.....	22,123.86	202	93	8	.....	303	13.3	138.2
52.51	.....	.....	52.51	35	8	1	.....	44	.....	26.8
.....	4,867.00	.....	2,508.42	1,542	340	65	110	2,067	22.3	1,138.0
292.97	534.00	.....	826.97	143	56	3	.....	202	22.0	161.4
1,526.23	.....	.....	1,526.23	42	23	.....	1	66	10.3	21.4
84.91	.....	.....	84.91	36	9	.....	.....	45	.....	13.6
1,918.96	.....	.....	1,918.96	80	43	2	.....	125	17.3	48.2
.....	2,422.00	1,968.77	.....	466	133	18	.....	617	22.4	282.8
.....	124.00	.....	82.89	57	12	1	.....	70	.....	10.0
.....	579.00	1,963.99	.....	212	49	2	...	263	25.6	96.5
5,999.44	8,526.00	3,932.76	9,124.75	2,815	776	100	111	3,802	.....	1,936.9

SYSTEM

256.42	2,231.00	.....	2,487.42	664	150	13	.....	827	24.1	813.6
.....	.....	91.15	.....	75	30	2	.....	107	17.1	39.5
.....	3,725.00	5,222.17	.....	610	174	19	.....	803	22.1	521.7
.....	6,639.25	.....	4,280.47	1,162	232	37	.....	1,431	21.5	699.8
256.42	11,595.25	5,313.32	6,767.89	2,511	586	71	.....	3,168	.....	2,074.6

SYSTEM

.....	11,492.00	21,428.31	.....	3,088	619	64	.....	3,771	24.8	8,083.0

STATEMENT

Report Showing Operation of Municipalities

OTTAWA

Municipality	Population	Power Purchased	Operation and Maintenance	Debenture Charges and Interest	Total Operation	Revenue	Gross Surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Ottawa.....	110,708	107,133.65	114,058.64	45,124.72	266,317.01	328,108.97	61,791.96

TRENT

Bloomfield.....	550	2,341.71	359.47	918.09	3,619.27	3,757.60	138.33
Havelock.....	1,266	2,918.77	902.81	1,821.09	5,642.67	5,955.15	312.48
Kingston.....	22,368	55,636.24	55,113.83	22,248.07	132,998.14	160,520.53	27,522.39
Lakefield.....	1,146	4,984.23	1,502.29	2,330.62	8,817.14	9,316.51	499.37
Marmora.....	853	1,227.59	495.66	1,755.08	3,478.33	5,047.55	1,569.22
Norwood.....	711	1,104.30	997.46	736.25	2,838.01	4,641.03	1,803.02
Omemee.....	557	2,044.94	398.12	1,169.49	3,612.55	4,922.99	1,310.44
Peterboro	21,790	106,360.28	49,800.99	16,285.32	172,446.59	186,457.35	14,010.76
Picton.....	3,189	14,126.15	6,508.22	451.28	21,085.65	37,678.90	16,593.25
Wellington.....	850	3,389.36	1,200.43	1,121.47	5,711.26	6,429.66	718.40
Total.....	53,280	194,133.57	117,279.28	48,836.76	360,249.61	424,727.27	64,477.66

ALL

Grand Totals..	.....	4876650.31	2910335.26	1530795.43	9317781.00	10981942.30	1705441.94

"B"—Concluded

for Period Ending December 31st, 1921

SYSTEM

Gross Deficit	Depreciation	Net Surplus	Net Deficit	Number of Consumers					Per Cent of Consumers to Population	Horse-power taken in Dec., 1921
				Dom. Lt.	Com'l Lt.	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	46,737.00	15,054.96	.....	9,955	1,349	228	.....	11,532	10.4	10,494.0

SYSTEM

.....	386.00	.....	247.67	78	16	3	.....	97	17.6	25.0
.....	.....	312.48	.....	248	54	.....	.....	302	23.8	50.9
.....	12,603.00	14,919.39	.....	3,122	802	123	.....	4,047	18.1	2,268.0
.....	901.00	.....	401.63	170	56	6	.....	232	20.2	145.7
.....	.....	1,569.22	.....	109	44	1	.....	154	18.0	49.5
.....	.....	1,803.02	.....	138	64	2	.....	204	28.7	37.5
.....	529.00	781.44	.....	84	30	6	.....	120	21.5	78.5
.....	10,419.00	3,591.76	.....	4,663	729	129	.....	5,521	25.3	5,182.2
.....	955.00	15,638.25	.....	698	156	31	.....	885	27.7	316.3
.....	615.00	103.40	.....	128	44	1	.....	173	20.3	62 1
	26,408.00	38,718.96	649.30	9,438	1,995	302	.....	11,735	.....	8,215.7

SYSTEMS

41,280.64	1044434.85	705,795.62	86,069.17	219226	39,147	7,448	2,922	268743	.....	242,349.0

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM

Municipality / Population	Acton xa 1,594		Ailsa Craig 535		Ancaster xa Twp.	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	3,115.26	3,650.48	1,292.33	1,402.73	6,201.70	7,406.62
Commercial Light	1,672.82	2,012.27	630.19	722.21	646.09	891.37
Commercial Power	5,230.46	4,965.39	5,400.16	5,297.07	144.17	130.13
Municipal Power	.....	592.92	.....	.....	.....	.....
Street Light	1,860.52	1,841.26	801.12	791.00	708.00	768.00
Rural	.....	.....	64.77	85.25	.....	.....
Miscellaneous	442.00	.....	.....	.....	.....	.....
Total	12,321.06	13,062.32	8,188.57	8,298.26	7,699.96	9,196.12
EXPENSES						
Power Purchased	5,089.11	7,219.94	5,223.55	5,744.46	2,357.59	2,719.89
Sub-Station Operation	.....	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....	.....
Distribution System, Operation and Maintenance	2,177.27	1,666.44	59.22	45.10	389.94	474.44
Line Transformer Mainten'ce	.....	.....	.....	.....	.....	.....
Meter Maintenance	.....	.....	.....	.....	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	864.31	373.43	52.03	69.60	143.72	167.78
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	914.15	606.84	201.69	150.01	1,261.43	1,500.46
Undistributed Expenses	150.00	426.35	47.71	.....	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	462.96	112.10	432.25	249.27	1,616.85	1,421.94
Sinking Fund and Principal Payments on Debentures	*	379.80	*	148.46	*	227.93
Total Expenses	9,657.80	10,784.90	6,016.45	6,406.90	5,769.53	6,512.44
Gross Surplus	2,663.26	2,277.42	2,172.12	1,891.36	1,930.43	2,683.68
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	721.00	916.00	414.00	479.00	1,075.00	1,146.00
Net Surplus	1,942.26	1,361.42	1,758.12	1,412.36	855.43	1,537.68
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Aylmer xb 2,241		Ayr xa 796		Baden xa P.V.		Beachville xa P.V.		Blenheim 1,528	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
6,553.82	7,358.00	1,762.84	1,862.55	1,338.03	958.06	788.33	786.32	3,519.19	4,396.96
5,831.46	6,238.14	1,421.75	1,319.32	a	456.15	375.22	433.10	2,956.41	3,638.77
3,192.47	3,177.35	2,251.84	2,546.21	5,747.18	5,967.22	8,631.75	7,992.11	3,237.99	3,832.93
.....	656.81	.....	.....	.....	.....	.....	.....	.....	.....
2,930.00	2,930.00	1,248.00	1,170.00	638.00	580.00	504.00	420.00	2,560.10	2,197.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	42.12	52.52	261.83	.....	.....
18,507.75	20,360.30	6,684.43	6,898.08	7,723.21	8,003.55	10,351.82	9,893.36	12,273.69	14,065.66
6,914.46	8,262.56	2,979.68	3,304.43	5,356.87	5,974.22	7,754.08	8,517.36	5,813.80	7,343.51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,436.38	2,847.33	117.23	347.46	116.40	430.69	143.51	243.66	1,058.82	1,792.05
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
332.61	129.88	78.20	166.85	36.31	156.10	60.32	112.81	312.20	353.09
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
587.41	755.61	488.55	317.03	404.62	380.23	424.78	402.15	832.85	885.93
253.79	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,923.74	1,611.04	1,119.31	309.33	153.51	.....	.....	.....	1,116.18	832.95
*	673.40	*	715.83	*	116.75	*	124.21	*	236.98
14,448.39	14,279.82	4,782.97	5,160.93	6,067.71	7,057.99	8,382.69	9,400.19	9,133.85	11,444.51
4,059.36	6,080.48	1,901.46	1,737.15	1,655.50	945.56	1,969.13	493.17	3,139.84	2,621.15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,006.00	1,087.00	496.00	540.00	420.00	438.00	504.00	543.00	938.00	1,097.00
3,053.36	4,993.48	1,405.46	1,197.15	1,235.50	507.56	1,465.13	.....	2,201.84	1,524.15
.....	.....	.....	.....	.....	.....	.....	49.83	.....	.....

a Domestic and Commercial Lights combined.
* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality	Bolton		Bothwell		Brampton	
Population	xa 656		630		xb 4,406	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	1,450.23	1,963.73	1,706.75	2,040.83	9,746.87	12,186.84
Commercial Light	1,380.69	1,593.76	1,306.66	1,532.34	5,246.44	5,659.49
Commercial Power	4,060.05	3,473.82	223.65	885.08	13,536.96	12,152.28
Municipal Power	.....	.....	.....	88.25	1,091.06	1,198.82
Street Light	900.69	944.04	1,146.96	1,142.28	4,035.33	4,126.00
Rural	1,035.06	1,106.04	6,425.00	5,946.24	.....	.....
Miscellaneous	.....	.....	.....	.....	26.69	253.10
Total	8,826.72	9,081.39	10,809.02	11,635.02	33,683.35	35,576.53
EXPENSES						
Power Purchased	5,049.19	5,945.83	6,143.05	7,031.51	20,818.69	21,166.54
Sub-Station Operation	.....	.....	.....	.....	10.89	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....	47.45
Distribution System, Operation and Maintenance	474.11	1,345.17	97.15	426.46	1,129.56	1,151.34
Line Transformer Mainten'ce	.....	.....	.....	.....	236.75	90.25
Meter Maintenance	.....	.....	.....	.....	255.91	285.58
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	80.03	87.06	45.05	105.46	468.13	451.70
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	1,441.71	1,740.63
Gen. Office—Salaries and Exp.	298.58	180.77	324.72	355.08	2,199.55	1,897.08
Undistributed Expenses	.....	.....	12.18	.....	76.22	30.00
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	1,301.84	1,094.50	1,320.51	576.24	3,577.07	869.52
Sinking Fund and Principal Payments on Debentures	*	292.63	*	632.08	*	2,398.52
Total Expenses	7,203.75	8,945.96	7,942.66	9,126.83	30,214.48	30,128.61
Gross Surplus	1,622.97	135.43	2,866.36	2,508.19	3,468.87	5,447.97
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	843.00	938.00	574.00	308.00	3,963.00	4,156.00
Net Surplus	779.97	.....	2,292.36	2,200.19	.....	1,291.92
Net Loss	.....	802.57	.....	.....	494.13	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Brantford xb 32,786		Brantford Twp.		Brigden xa P.V.		Burford xa P.V.		Burgessville xa P.V.	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
44,754.95	59,931.17	6,277.87	7,725.17	862.91	1,174.28	2,023.41	2,817.52	593.18	756.62
10,398.10	12,373.68	670.44	1,171.09	1,384.25	1,276.89	1,194.81	1,673.49	147.91	288.50
47,091.53	56,408.99	4,225.66	5,094.81	4,868.59	4,115.94	279.34	132.50	688.75	821.31
23,517.63	22,938.31	.....	.....	.....	.....	.....	.....	.....	.....
23,557.89	23,813.12	2,131.25	2,504.70	1,043.75	976.66	752.00	768.00	361.00	380.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
149,320.10	175,465.27	13,306.21	16,495.77	8,159.48	7,543.77	4,249.56	5,391.51	1,790.84	2,246.43
74,367.64	92,629.23	4,170.64	5,957.15	4,176.59	4,925.99	2,400.95	3,386.56	1,117.11	1,232.15
4,402.04	4,541.69	.....	.....	.....	.....	.....	.....	.....	.....
426.66	2,101.64	.....	.....	.....	.....	.....	.....	.....	.....
3,703.54	1,844.42	1,784.31	912.67	136.95	108.40	150.03	177.01	145.94	6.51
513.04	945.61	.....	.....	.....	.....	.....	.....	.....	.....
4,207.07	4,080.55	.....	.....	.....	.....	.....	.....	.....	.....
321.10	341.22	.....	.....	.....	.....	.....	.....	.....	.....
7,481.18	11,693.69	264.06	336.25	94.70	104.26	42.92	98.75	20.25	34.25
2,684.53	1,446.64	.....	.....	.....	.....	.....	.....	.....	.....
3,356.03	3,841.80	.....	.....	.....	.....	.....	.....	.....	.....
5,629.11	7,806.43	2,034.66	2,321.81	439.36	550.31	452.18	227.01	3.68	64.62
5,801.83	5,402.79	.....	225.00	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19,782.38	15,278.48	4,249.19	2,466.98	921.95	291.33	505.52	293.78	278.27	149.96
*	7,221.00	*	1,899.53	*	624.17	*	202.64	*	127.67
132,676.15	159,175.19	12,502.86	14,119.39	5,769.55	6,604.46	3,551.60	4,385.75	1,565.25	1,615.16
16,643.95	16,290.08	803.35	2,376.38	2,389.93	939.31	697.96	1,005.76	225.59	631.27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12,790.00	15,444.35	1,812.00	1,999.00	351.00	391.00	305.00	350.00	170.00	182.00
3,853.95	845.73	.....	377.38	2,038.93	548.31	392.96	655.76	55.59	449.27
.....	.....	1,008.65	.....	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA
SYSTEM—Continued

Municipality	Caledonia xa		Chatham		Chippawa	
Population	1,308		15,525		1,099	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	671.96	994.76	43,039.25	48,442.47	2,078.72	2,932.89
Commercial Light	1,155.64	1,584.02	27,592.06	31,165.17	269.76	723.18
Commercial Power	989.23	1,139.37	59,865.94	69,336.78	.....	.....
Municipal Power	.....	.....	2,963.14	3,001.78	.....	.....
Street Light	1,092.96	1,010.65	13,557.04	13,683.76	1,152.00	1,152.00
Rural	.....	.....	272.88	.....	.....	.....
Miscellaneous	.....	.....	.....	1,800.00	.....	.....
Total	3,909.79	4,728.80	147,290.31	167,429.96	3,500.48	4,808.07
EXPENSES						
Power Purchased	1,596.05	2,180.89	67,557.26	67,580.08	760.70	1,481.67
Sub-Station Operation	.....	.....	5,009.34	5,851.46	.....	.....
Sub-Station Maintenance	.....	.....	1,240.23	3,496.78	.....	.....
Distribution System, Operation and Maintenance	394.96	396.11	1,404.70	4,397.66	257.79	615.18
Line Transformer Mainten'ce	.....	.....	1,118.68	1,204.49	.....	.....
Meter Maintenance	.....	.....	716.79	2,753.61	.....	.....
Consumers' Premises Exp	.....	.....	187.58	371.10	.....	.....
Street Light Operation and Maintenance	85.49	125.67	5,417.16	4,162.79	539.05	298.60
Promotion of Business	.....	.....	.....	4,723.66	.....	.....
Billing and Collecting	.....	.....	4,092.06	4,631.91	.....	.....
Gen. Office—Salaries and Exp.	176.84	164.90	9,012.79	12,333.31	252.42	348.84
Undistributed Expenses	.....	.....	3,156.61	3,634.01	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	350.22	226.85	17,120.10	16,203.27	755.57	680.36
Sinking Fund and Principal Payments on Debentures	*	119.56	*	4,847.25	*	274.32
Total Expenses	2,603.56	3,213.98	116,033.30	136,191.38	2,565.53	3,698.97
Gross Surplus	1,306.23	1,514.82	31,257.01	31,238.58	934.95	1,109.10
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	445.00	487.00	7,682.00	10,050.00	501.84	632.00
Net Surplus	861.23	1,027.82	23,575.01	21,188.58	433.11	477.10
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Clinton xb 1,838		Comber xa P.V.		Dashwood P.V.		Delaware xa P.V.		Dereham Twp. xa	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
5,013.77	6,045.27	958.81	1,275.54	578.84	662.20	852.14	822.74	.....	.....
3,586.69	4,064.94	1,106.74	1,289.89	408.21	484.77	17.15	505.52	.....	.....
3,945.90	3,213.09	4,824.67	5,294.15	1,524.60	1,626.21	.....	.....	.....	.....
706.41	744.89	.....	.....	738.00	.....	.....	.....	.....	.....
1,692.11	1,654.79	875.04	875.04	.....	666.25	378.00	378.00	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	6,749.17	7,785.76
268.82	475.89	.....	.....	.....	.....	.....	.....	.....	.....
15,213.70	16,198.87	7,765.26	8,734.62	3,249.65	3,439.43	1,247.29	1,706.26	6,749.17	7,785.76
7,271.67	7,224.64	4,770.69	5,312.48	2,456.59	3,126.68	603.70	857.64	2,011.61	3,096.88
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
457.13	571.95	278.70	228.53	7.50	8.88	13.73	10.49	986.07	966.81
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
184.87	146.18	48.50	84.76	67.02	68.32	14.00	71.19	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,708.93	1,586.80	259.20	348.79	219.08	228.70	45.83	59.35	474.99	397.29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,000.53	2,044.20	653.55	514.13	224.06	159.08	208.75	152.32	3,397.34	3,413.75
*	972.49	*	310.25	*	58.13	*	80.71	.....	.....
12,623.13	12,546.26	6,010.64	6,798.94	2,974.25	3,649.79	886.01	1,231.70	6,870.01	7,874.73
2,590.57	3,652.61	1,754.62	1,935.68	275.40	.....	361.28	474.56	.....	.....
.....	.....	.....	.....	.....	210.36	.....	.....	120.84	88.97
1,356.00	1,490.00	292.00	368.00	164.00	172.00	134.00	141.00	2,112.00	2,195.00
1,234.57	2,162.61	1,462.24	1,567.68	111.40	.....	227.28	333.56	.....	.....
.....	.....	.....	.....	.....	382.36	.....	.....	2,232.84	2,283.97

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality / Population	Dorchester P.V.		Drayton xa 602		Dresden 1,393	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	1,274.20	1,511.61	1,582.55	1,925.38	3,165.58	3,475.26
Commercial Light	345.51	473.05	1,250.48	1,337.86	2,941.56	2,808.43
Commercial Power	398.94	544.88	954.57	1,223.58	6,765.64	5,404.44
Municipal Power	.....	.....	.....	.....	.....	307.08
Street Light	493.00	493.00	1,080.00	1,080.00	1,682.00	1,693.25
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	.....	.....	31.54	.....
Total	2,511.65	3,022.54	4,867.60	5,566.82	14,586.32	13,688.46
EXPENSES						
Power Purchased	1,005.45	1,247.24	3,109.98	3,400.14	6,266.51	6,237.28
Sub-Station Operation	.....	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....	.....
Distribution System, Operation and Maintenance	96.87	307.00	67.73	22.90	1,085.53	1,456.89
Line Transformer Mainten'ce	.....	.....	.....	.....	.....	.....
Meter Maintenance	.....	.....	.....	.....	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	62.95	61.48	7.00	101.96	.....	.....
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	202.58	198.78	164.00	216.21	613.21	634.44
Undistributed Expenses	.....	.....	.....	.....	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	206.94
Interest	253.62	162.51	667.08	517.64	1,396.48	491.65
Sinking Fund and Principal Payments on Debentures	*	82.60	*	157.11	*	760.70
Total Expenses	1,621.47	2,059.61	4,014.79	4,415.96	9,361.73	9,787.90
Gross Surplus	890.18	962.93	852.81	1,150.86	5,224.59	3,900.56
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	273.00	306.00	393.00	422.00	683.00	796.00
Net Surplus	617.18	656.93	459.81	728.86	4,541.59	3,104.56
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Drumbo xa P.V.		Dublin xa P.V.		Dundas xb 5,054		Dunnville 3,569		Dutton 870	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
722.83	949.84	393.82	503.50	8,244.97	11,047.75	3,227.66	3,982.33	1,835.49	2,035.51
674.50	671.94	423.54	562.44	5,239.16	6,174.18	6,115.30	6,971.57	1,324.59	1,410.52
109.84	312.34	1,095.00	1,172.31	21,557.58	21,520.47	4,386.54	4,239.39	2,359.98	2,483.44
.....	.....	.....	.....	167.66	197.16	1,446.01	1,641.62	.....	.....
480.00	440.00	700.00	700.00	2,930.91	3,307.22	4,457.40	4,470.27	1,294.39	1,244.30
.....	.....	.....	.....	2,309.18	450.35	.....	.....	.....	.....
2.13	10.94	.....	.....	479.09	268.94	131.02	501.56	41.10	39.87
1,989.30	2,385.06	2,612.36	2,938.25	40,928.55	42,966.07	19,763.93	21,806.74	6,855.55	7,213.64
826.50	1,080.01	1,341.17	2,169.97	18,712.98	20,937.71	10,142.98	10,918.66	3,454.09	4,278.18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	127.52	162.13	.....	.....	.....	.....
115.36	67.32	15.35	208.80	2,409.64	1,246.39	148.35	906.36	146.65	284.64
.....	.....	.....	.....	312.16	458.80	.....	.....	.....	.....
.....	.....	.....	.....	296.91	489.99	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.98	48.40	88.54	91.15	572.47	772.04	344.01	334.15	138.65	129.60
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	2,076.25	2,100.03	.....	.....	.....	.....
109.56	94.36	155.79	145.10	3,043.08	2,606.39	2,865.50	2,779.60	906.75	903.50
.....	.....	.....	.....	2,955.67	2,992.22	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
283.96	167.07	519.46	364.17	3,787.70	2,274.00	5,141.02	4,086.06	506.58	276.16
*	90.77	*	229.20	*	1,120.82	*	1,013.95	*	169.27
1,370.36	1,547.93	2,120.31	3,208.39	34,294.38	35,160.52	18,641.86	20,038.78	5,152.72	6,041.35
618.94	837.13	492.05	.....	6,634.17	7,805.55	1,122.07	1,767.96	1,702.83	1,172.29
.....	.....	.....	270.14	.....	.....	.....	.....	.....	.....
191.00	203.00	243.00	253.00	4,132.00	4,400.00	2,275.00	2,641.00	489.00	530.00
427.94	634.13	249.05	.....	2,502.17	3,405.55	.....	.....	1,213.83	642.29
.....	.....	.....	523.14	.....	.....	1,152.93	873.04	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Municipalities of

NIAGARA SYSTEM—Continued

Municipality Population	Elmira xb 2,400		Elora 1,199		Embro 463	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	4,582.08	5,990.36	2,087.52	2,590.55	1,189.47	1,512.70
Commercial Light	2,821.51	3,082.61	2,362.02	2,394.68	1,073.32	1,234.16
Commercial Power	5,893.58	7,796.89	6,997.35	6,144.11	1,722.08	1,930.84
Municipal Power	224.21	223.31	.....	.....	.....	.....
Street Light	1,771.00	1,610.00	1,009.00	970.50	845.76	845.76
Rural	.....	.....	169.08	154.53	.....	.....
Miscellaneous	592.49	476.75	505.03	426.91	1.28	.....
Total	15,884.87	19,179.92	13,130.00	12,681.28	4,831.91	5,523.46
EXPENSES						
Power Purchased	7,534.73	10,187.41	6,748.21	7,947.21	3,064.83	3,276.11
Sub-Station Operation	.....	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....	.....
Distribution System, Operation and Maintenance	1,085.00	805.55	1,581.29	1,350.75	53.26	79.82
Line Transformer Mainten'ce	.....	.....	.....	.....	.....	.....
Meter Maintenance	.....	.....	.....	.....	.....	.....
Consumers' Premises Exp.	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	166.11	273.90	147.25	255.96	75.35	54.96
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	1,558.53	2,362.12	871.57	1,211.10	257.32	203.06
Undistributed Expenses	.....	.....	.....	.....	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	1,447.96	1,036.19	1,027.00	573.11	736.97	507.46
Sinking Fund and Principal Payments on Debentures	*	380.39	*	401.44	*	216.12
Total Expenses	11,792.33	15,045.56	10,375.32	11,739.57	4,187.73	4,337.53
Gross Surplus	4,092.54	4,134.36	2,754.68	941.71	644.18	1,185.93
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	1,248.00	1,417.00	870.00	937.00	387.00	408.00
Net Surplus	2,844.54	2,717.36	1,884.68	4.71	257.18	777.93
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Etobicoke Township		Exeter 1,458		Fergus xa 1,815		Forest 1,386	
1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
17,352.35	21,326.96	3,402.65	4,196.23	3,030.75	4,072.20	4,406.18	5,366.42
1,985.92	2,734.25	2,558.70	2,815.15	2,775.01	3,873.68	2,696.04	3,348.69
5,078.76	5,076.25	4,353.17	4,566.28	3,522.57	3,582.53	4,216.26	4,096.29
.....	.....	45.80	349.85	.....	609.40	94.03	99.18
3,741.99	3,867.66	2,562.48	2,182.98	1,640.33	1,996.57	2,852.56	2,621.62
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	477.35	376.95	.....	.....	131.45	466.26
28,159.02	33,005.12	13,400.15	14,487.44	10,968.66	14,134.38	14,396.52	15,998.46
5,880.85	8,382.37	6,118.90	8,531.44	6,056.91	7,619.95	5,968.41	6,779.33
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
2,519.63	2,364.29	45.56	224.54	1,691.07	1,789.04	621.39	1,988.16
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
384.21	565.84	415.72	315.52	76.72	238.99	125.40	204.33
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
2,017.96	2,048.00	1,970.16	1,516.26	1,019.33	1,044.23	1,763.69	1,141.01
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	383.38	.....	.....
7,165.83	6,073.15	1,202.29	664.32	1,367.14	1,416.35	2,811.10	1,373.43
*	1,453.74	*	534 83	*	304.57	*	1,364.00
17,968.48	20,887.39	9,752.63	11,786.91	10,211.17	12,796.51	11,289.99	12,850.26
10,190.54	12,117.73	3,647.52	2,700.53	757.49	1,337.87	3,106.53	3,148.20
.....	.....	.....	.....	.....	.....	.....	.....
4,638.00	5,380.00	879.00	959.00	1,090.00	1,285.00	1,033.00	1,171.00
5,552.54	6,737.73	2,768.52	1,741.53	.....	52.87	2,073.53	1,977.20
.....	.....	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality	Galt		Georgetown		Glencoe	
Population	13,092		2,554		779	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	38,460.34	44,879.01	4,599.82	5,043.90	630.50	2,927.75
Commercial Light	17,575.07	19,055.01	3,276.91	2,964.37	675.34	2,724.24
Commercial Power	44,844.42	42,281.52	15,551.70	13,402.15	130.68	2,110.44
Municipal Power	4,315.01	4,797.97	149.42	144.79	.....	.....
Street Light	16,352.90	16,548.50	1,520.76	1,623.11	768.75	3,075.00
Rural	.....	.....	5,000.05	5,627.07	.....	.....
Miscellaneous	1,822.59	3,974.14	312.06	.....	.....	72.00
Total	123,370.33	131,536.15	30,410.72	28,805.39	2,205.27	10,909.43
EXPENSES						
Power Purchased	56,601.99	64,467.06	16,197.02	21,458.22	1,065.03	5,084.48
Sub-Station Operation	4,480.32	4,837.50	.....	.....	.....	.....
Sub-Station Maintenance	492.20	89.23	.....	.....	.....	.....
Distribution System, Operation and Maintenance	953.00	1,253.93	2,677.90	1,924.94	82.37	95.50
Line Transformer Ma inten'ce	123.82	342.50	.....	.....	.....	.....
Meter Maintenance	2,075.12	302.30	.....	.....	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	3,223.54	5,935.73	215.23	473.81	22.19	229.93
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	3,282.63	3,420.94	.....	.....	.....	.....
Gen. Office—Salaries and Exp	6,354.68	6,394.57	1,342.00	1,562.28	145.77	503.06
Undistributed Expenses	866.27	1,391.15	.....	66.07	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	15,583.60	10,562.20	1,422.26	716.34	37.39	1,585.25
Sinking Fund and Principal Payments on Debentures	*	5,944.26	*	380.39	*	1,044.45
Total Expenses	94,037.17	104,941.37	21,854.41	26,582.05	1,352.75	8,542.67
Gross Surplus	29,333.16	26,594.78	8,556.31	2,223.34	852.52	2,366.76
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	11,959.00	13,282.16	2,031.00	2,179.00	.....	806.00
Net Surplus	17,374.16	13,312.62	6,525.31	44.34	852.52	1,560.76
Net Loss	.....	.....	.....	.....	.....	.....

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Goderich xb 4,287		Grantham Twp. xi		Granton P.V.		Guelph xc 17,922		Hagersville xa 1,139	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
10,687.31	12,258.50	.....	.....	886.41	1,085.25	30,371.10	38,421.71	2,132.34	2,340.28
6,367.10	6,097.39	.....	.....	407.45	508.75	19,523.95	23,439.07	1,611.37	1,928.84
11,948.48	11,256.85	.....	.....	1,562.80	1,747.17	58,091.84	72,549.55	9,129.99	12,919.71
4,602.48	4,602.54	.....	.....	.....	.....	11,443.12	.....	.....	.....
4,148.38	4,163.04	.....	.....	480.00	480.00	9,145.47	9,021.12	941.70	833.32
.....	.....	5,788.41	7,852.83	.....	.....	.....	.....	.....	.....
.....	789.45	.....	.....	.....	.....	4,239.49	1,340.25	.....	22.20
37,753.75	39,167.77	5,788.41	7,852.83	3,336.66	3,821.17	132,814.97	144,771.70	13,815.40	18,044.35
21,361.52	21,554.59	1,234.59	1,405.83	2,040.98	2,242.62	71,075.42	84,268.29	7,350.94	11,754.85
2,379.55	3,177.67	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	4,822.10	4,079.63	.....	.....
1,214.66	1,158.67	479.76	964.18	20.30	36.35	6,746.40	6,018.37	618.58	890.84
448.87	251.59	.....	.....	.....	.....	1,386.27	1,178.22	.....	.....
8.74	877.22	.....	.....	.....	.....	5,550.28	1,702.78	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
436.95	176.75	.....	.....	100.75	47.09	2,995.56	4,351.50	131.40	60.67
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
915.33	905.77	.....	.....	.....	.....	5,641.95	4,856.48	.....	.....
1,726.79	1,711.76	365.62	442.35	129.32	108.98	5,632.98	5,554.30	977.77	1,201.45
298.52	423.28	.....	.....	.....	.....	3,960.04	6,491.98	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,668.00	2,365.02	3,034.31	2,178.12	286.05	212.34	7,650.88	3,340.73	335.66	205.62
*	2,238.52	*	895.24	*	59.25	*	5,037.65	*	208.12
33,458.93	34,840.84	5,114.28	5,885.72	2,577.31	2,706.63	45,461.88	126,979.93	9,414.35	14,321.55
4,294.82	4,326.93	674.13	1,967.11	759.35	1,114.54	17,353.09	17,791.77	4,401.15	3,722.80
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,956.00	4,260.00	440.30	475.40	202.00	217.00	11,050.00	12,466.00	668.00	708.00
338.82	66.93	233.83	1,491.71	557.35	897.54	6,303.09	5,325.77	3,733.05	3,014.80
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xi. Operated by St. Catharines.
xc Hydro and Gas under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality / Population	Hamilton 114,766		Harriston 1,326		Hensall xa 687	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	194,103.14	237,348.81	2,809.01	3,412.75	1,864.17	2,099.20
Commercial Light	44,501.23	53,217.08	2,377.90	2,498.35	1,083.89	1,391.61
Commercial Power	217,867.16	193,937.52	9,046.35	7,731.21	1,701.17	1,046.19
Municipal Power	30,595.96	28,440.82	663.23	595.57	74.88	50.33
Street Light	66,689.44	65,438.53	930.00	915.00	946.25	975.00
Rural	10,914.12	12,664.57	.....	.....	.....	.....
Miscellaneous	13,899.80	17,639.82	.....	.....	.....	.....
Total	578,570.85	608,687.15	15,826.49	15,152.88	5,670.36	5,562.33
EXPENSES						
Power Purchased	283,321.68	304,139.38	10,971.20	8,314.86	3,393.45	3,079.13
Sub-Station Operation	20,473.22	21,587.41	.....	.....	.....	.....
Sub-Station Maintenance	4,637.64	2,178.27	.....	.....	.....	.....
Distribution System, Operation and Maintenance	14,156.32	21,026.31	864.24	1,176.76	135.43	177.94
Line Transformer Mainten'ce	5,231.61	7,556.81	.....	.....	.....	.....
Meter Maintenance	13,024.44	10,027.55	.....	.....	.....	.....
Consumers' Premises Exp	5,551.97	6,028.08	.....	.....	.....	.....
Street Light Operation and Maintenance	9,658.71	16,794.08	112.51	282.01	275.78	224.88
Promotion of Business	5,685.49	6,039.84	.....	.....	.....	.....
Billing and Collecting	28,944.19	25,433.87	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	27,732.98	27,599.98	1,079.44	581.83	323.71	398.77
Undistributed Expenses	10,401.94	15,319.00	.....	.....	.....	.....
Miscellaneous Expenses	3,796.24	615.04	.....	.....	.....	.....
Interest	48,155.34	52,246.27	1,564.56	789.95	872.92	612.07
Sinking Fund and Principal Payments on Debentures	26,458.64	26,768.71	*	603.94	*	228.70
Total Expenses	507,230.41	547,360.60	14,591.95	11,749.35	5,001.29	4,721.49
Gross Surplus	71,340.44	61,326.55	1,234.54	3,403.53	669.07	840.84
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	54,365.72	61,173.28	724.00	783.00	498.00	524.00
Net Surplus	16,974.72	153.27	510.54	2,620.53	171.07	316.84
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xe Hydro, Gas and Railway under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Hespeler 3,059		Highgate xa 403		Ingersoll xb 5,422		Kitchener xe 23,027	
1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
5,626.85	6,648.35	861.91	1,065.47	11,307.12	12,913.37	39,506.53	48,095.22
2,414.32	2,803.97	738.31	879.34	6,419.44	7,368.55	25,744.25	32,306.38
7,780.26	6,920.14	1,675.62	1,318.16	22,767.78	19,802.79	117,559.59	101,556.89
382.28	319.31	.....	.....	898.22	833.29	25,465.75	22,677.04
2,000.40	1,858.50	709.50	669.00	4,086.57	3,810.00	14,617.99	16,163.77
.....	.....	.....	.....	.....	.....	.....	.....
.....	40.65	.....	.....	780.40	1,305.30	3,427.83	3,533.46
18,204.11	18,590.92	3,985.39	3,931.97	46,259.53	46,033.30	226,321.94	224,332.76
8,922.09	9,841.93	2,466.02	2,080.99	24,478.35	25,721.93	130,187.39	137,226.38
.....	1,360.23	.....	.....	.....	1,130.01	7,787.62	8,179.08
1,122.67	219.20	.....	.....	1,104.12	.....	553.77	1,475.15
1,980.76	853.63	37.33	130.25	1,577.81	1,927.00	10,936.29	10,633.79
.....	294.82	.....	.....	38.82	47.99	295.79	899.09
.....	.....	.....	.....	202.11	743.77	3,060.08	4,407.40
.....	.....	.....	.....	.....	.....	.....	.....
140.71	402.09	95.53	43.26	1,003.91	1,909.96	3,870.42	5,021.19
.....	.....	.....	.....	.....	.....	35.54	104.87
.....	.....	.....	.....	1,791.04	1,781.40	4,443.88	5,123.28
1,942.76	2,401.47	171.46	249.20	2,035.53	2,166.53	4,834.64	5,152.68
.....	571.04	.....	.....	2,506.57	2,071.60	3,784.90	6,039.77
.....	.....	.....	.....	.....	.....	.....	.....
2,709.36	652.49	326.21	233.78	3,345.53	1,801.79	15,676.40	7,838.75
*	1,530.94	*	91.48	*	1,677.35	*	9,244.50
16,818.35	18,127.84	3,096.55	2,828.96	38,083.36	40,979.33	185,466.32	201,345.93
1,385.76	463.08	888.84	1,103.01	8,176.17	5,053.97	40,855.62	22,986.83
.....	.....	.....	.....	.....	.....	.....	.....
1,800.00	2,088.00	274.00	289.00	3,825.00	3,995.00	17,357.00	19,567.00
.....	.....	614.84	814.01	4,351.17	1,058.97	23,498.72	3,419.83
414.24	1,624.92	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xe Hydro, Gas and Railway under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality / Population	Lambeth xa P.V.		Listowel xb 2,571		London xb 59,281	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						a
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	1,242.88	1,616.48	5,657.29	8,190.77	143,963.71	185,949.18
Commercial Light	339.28	414.56	3,884.08	4,700.32	76,450.76	92,874.24
Commercial Power	.....	305.58	11,441.68	11,664.28	187,776.60	218,138.49
Municipal Power	312.00	.....	1,702.10	1,317.77	23,304.59	27,308.78
Street Light	480.00	520.00	3,464.00	3,501.00	32,679.27	36,087.06
Rural	.....	.....	.....	.....	2,415.35	3,283.24
Miscellaneous	.....	.....	.....	.....	30,576.40	26,248.63
Total	2,374.16	2,856.62	26,149.15	29,374.14	497,166.68	589,889.62
EXPENSES						
Power Purchased	1,277.46	1,341.93	16,048.92	15,222.99	224,093.93	291,370.63
Sub-Station Operation	.....	.....	.....	.....	17,562.06	20,463.89
Sub-Station Maintenance	.....	.....	.....	.....	1,400.28	4,120.08
Distribution System, Operation and Maintenance	60.40	180.45	1,036.61	1,146.82	8,220.18	12,711.14
Line Transformer Mainten'ce	.....	.....	.....	.....	2,894.12	4,818.82
Meter Maintenance	.....	.....	.....	.....	16,244.38	16,966.30
Consumers' Premises Exp	.....	.....	.....	.....	6,933.08	8,397.00
Street Light Operation and Maintenance	34.30	29.66	1,022.38	1,060.34	7,642.86	5,889.75
Promotion of Business	.....	.....	.....	.....	2,625.33	7,168.23
Billing and Collecting	.....	.....	.....	.....	18,507.43	21,870.51
Gen. Office—Salaries and Exp.	107.88	158.33	3,312.07	3,672.77	26,863.70	36,546.40
Undistributed Expenses	.....	.....	.....	.....	26,708.72	26,475.96
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	331.26	241.51	3,480.95	1,583.77	39,997.64	48,983.72
Sinking Fund and Principal Payments on Debentures	*	67.71	*	2,195.35	20,818.51	24,701.76
Total Expenses	1,811.30	2,019.59	24,900.93	24,882.04	420,512.22	530,484.19
Gross Surplus	562.86	837.03	1,248.22	4,492.10	76,654.46	59,405.43
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	204.00	216.00	1,700.00	2,043.00	52,593.56	58,898.95
Net Surplus	358.86	621.03	.....	2,449.10	24,060.90	506.48
Net Loss	.....	.....	451.78	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Louth Township xa		Lucan 614		Lynden xa P.V.		Markham xa 941		Merritton 2,480
1920	1921	1920	1921	1920	1921	1920	1921	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	1,854.20	2,343.88	897.94	1,191.73	1,735.33	3,263.60	6,010.43
.....	.....	885.18	1,025.25	435.63	478.11	790.25	1,303.84	1,238.88
.....	.....	6,606.32	7,368.90	3,408.62	3,583.76	489.44	2,260.71	3,203.78
.....	.....	.....	.....	.....	.....	88.35	327.96	.....
.....	.....	928.68	951.96	472.50	446.75	1,395.36	2,093.00	2,220.00
** 608.61	** 728.10	64.50	73.02	.....	.....	.....	.....	.....
.....	.....	37.82	.....	.....	.....	.....	.....	.....
608.61	728.10	10,376.70	11,763.01	5,214.69	5,700.35	4,498.73	9,249.11	12,653.09
**	**	5,577.59	6,424.35	3,794.56	4,362.89	1,656.78	3,139.96	3,052.27
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
215.85	521.14	1,089.56	722.68	12.83	43.44	446.30	1,047.84	3,581.58
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	78.87	182.13	17.34	27.14	64.11	149.42	611.50
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
123.50	76.39	672.96	619.95	124.37	127.24	314.88	470.47	1,125.07
.....	.....	.....	.....	.....	.....	.....	.....	250.00
.....	.....	.....	.....	.....	.....	.....	.....	.....
428.12	443.52	711.25	347.16	378.63	261.65	665.28	696.19	203.78
*	50.89	*	356.94	*	81.11	*	600.18	543.11
767.47	1,091.94	8,130.23	8,653.21	4,327.73	4,903.47	3,147.35	6,104.06	9,367.31
.....	.....	2,246.47	3,109.80	886.96	796.88	1,351.38	3,145.05	3,285.78
158.86	363.84	.....	.....	.....	.....	.....	.....	.....
64.00	70.00	569.00	614.00	215.00	228.00	.....	755.00	948.00
.....	.....	1,677.47	2,495.80	671.96	568.88	1,351.38	2,390.05	2,337.78
226.86	433.84	.....	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
** Service charge only. Energy and balance of Revenue in Port Dalhousie accounts.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality	Milton		Milverton		Mimico	
Population	1,800		1,029		4,187	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	4,099.80	4,502.81	1,677.24	2,085.42	12,325.03	13,068.97
Commercial Light	2,365.05	2,531.11	1,494.72	1,688.69	1,305.90	2,008.37
Commercial Power	15,142.22	16,596.71	8,687.03	8,118.27	1,717.06	1,827.82
Municipal Power	.....	.....	.....	89.55	2,179.24	1,995.76
Street Light	1,906.45	1,839.76	1,105.20	1,020.84	1,724.32	2,048.10
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	888.15	1,243.80	.....	.....	.....	138.62
Total	24,401.67	26,714.19	12,964.19	13,002.77	19,251.55	21,087.64
EXPENSES						
Power Purchased	17,960.50	18,846.46	9,395.97	8,748.51	6,716.60	9,185.53
Sub-Station Operation	.....	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....	.....
Distribution System, Operation and Maintenance	1,733.43	974.96	235.65	379.05	2,631.22	3,204.25
Line Transformer Mainten'ce	.....	.....	.....	.....	.....	.....
Meter Maintenance	.....	.....	.....	.....	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	220.01	258.51	104.59	206.84	567.52	667.23
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	1,007.08	1,353.05	792.77	720.98	2,461.22	2,385.31
Undistributed Expenses	.....	.....	.....	.....	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	2,178.35	492.99	662.68	244.86	1,944.99	1,206.09
Sinking Fund and Principal Payments on Debentures	*	893.64	*	356.15	*	886.64
Total Expenses	23,099.37	22,819.61	11,191.66	10,656.39	14,321.55	17,535.05
Gross Surplus	1,302.30	3,894.58	1,772.53	2,346.38	4,930.00	3,552.59
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	1,428.00	1,496.00	527.00	628.00	2,183.00	2,461.00
Net Surplus	.....	2,398.58	1,245.53	1,718.38	2,747.00	1,091.59
Net Loss	125.70	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Mitchell xb 1,686		Moorefield xa P.V.		Mount Brydges xa P.V.		Newbury a 283	New Hamburg 1401	
1920	1921	1920	1921	1920	1921	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
4,183.47	4,660.66	498.92	637.19	1,130.15	1,398.23	358.18	2,987.68	3,570.31
3,588.97	3,101.46	431.99	540.33	434.78	457.24	306.52	1,615.92	1,751.04
5,148.65	5,542.41	1,262.83	1,285.41	707.73	836.67	511.05	5,613.62	5,253.46
650.00	.....	.....	.....	.....	.....	.....	.....	.....
1,920.00	1,980.00	475.00	475.00	532.00	532.00	624.97	1,827.00	1,967.00
.....	.....	.....	.....	.....	.....	.....	.....	.....
717.40	711.65	.....	.....	15.12	.....	.....	1,071.69	936.64
16,208.49	15,996.18	2,668.74	2,937.93	2,819.78	3,224.15	1,800.72	13,115.91	13,478.44
6,048.86	6,060.55	1,730.12	1,868.94	1,500.93	1,863.09	863.59	6,737.44	7,644.94
.....	.....	.....	.....	.....	.....	.....	.....	.....
238.70	136.30	.....	.....	.....	.....	.....	.....	.....
741.30	396.75	1.90	9.50	8.18	117.88	.....	1,344.71	1,637.83
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
166.25	136.48	68.02	100.57	19.38	48.00	.....	353.68	393.28
.....	.....	.....	.....	.....	.....	.....	.....	.....
1,987.38	2,067.08	69.80	86.67	138.50	150.32	85.72	919.85	1,120.88
.....	.....	.....	.....	.....	.....	.....	.....	.....
1,788.30	63.14	391.99	234.88	272.43	167.21	340.72	1,088.73	678.21
*	1,696.40	*	148.60	*	80.34	314.35	*	441.31
10,970.79	10,556.70	2,261.83	2,449.16	1,939.42	2,426.84	1,604.38	10,444.41	11,915.65
5,237.7	5,439.48	406.91	488.77	880.36	797.31	196.34	2,671.50	1,562.79
.....	.....	.....	.....	.....	.....	.....	.....	.....
1,784.00	2,069.00	179.00	187.00	207.00	222.00	.....	1,155.00	1,306.00
3,453.70	3,370.48	227.91	301.77	673.36	575.31	196.34	1,516.50	256.79
.....	.....	.....	.....	.....	.....	.....	.....	.....

a Two months' operation.
* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality Population	New Toronto xb 2,850		Niagara Falls 14,805		Niagara-on-the-Lake 1,863	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	6,602.26	6,731.42	46,839.29	59,722.54	5,544.75	5,847.10
Commercial Light	2,979.37	3,798.61	15,366.86	21,208.01	2,796.38	3,291.89
Commercial Power	87,926.78	60,083.39	23,292.38	27,427.69	1,301.68	910.89
Municipal Power	9,345.35	6,211.02	5,447.57	5,792.55	.....	1,634.01
Street Light	956.88	1,126.98	12,636.48	13,483.59	2,393.75	2,798.75
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	607.51	890.08	.....	.....	.....	.....
Total	108,418.15	78,841.50	103,582.58	127,634.38	12,036.56	14,482.64
EXPENSES						
Power Purchased	84,628.66	68,979.18	38,754.10	50,073.13	4,257.81	3,407.88
Sub-Station Operation	.....	.....	5,365.89	5,960.90	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....	.....
Distribution System, Operation and Maintenance	4,369.70	4,559.34	5,823.15	12,235.05	2,306.03	1,975.25
Line Transformer Mainten'ce	.....	.....	170.15	754.50	.....	.....
Meter Maintenance	.....	.....	2,225.32	2,354.79	.....	.....
Consumers' Premises Exp.	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	161.77	742.66	2,633.93	7,822.97	264.01	624.80
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	4,242.79	3,745.53	.....	.....
Gen. Office—Salaries and Exp.	2,956.83	3,175.68	5,709.81	5,670.01	1,087.07	1,231.28
Undistributed Expenses	.....	.....	3,918.95	4,430.58	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	.....	.....	14,550.43	7,362.84	1,522.54	486.60
Sinking Fund and Principal Payments on Debentures	.....	169.43	*	10,351.55	*	1,031.91
Total Expenses	92,116.96	77,626.29	83,394.52	110,761.85	9,437.46	8,757.72
Gross Surplus	16,301.19	1,215.21	20,188.06	16,872.53	2,599.10	5,724.92
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	1,905.00	2,354.00	10,164.50	12,539.50	420.00	708.00
Net Surplus	14,396.19	.....	10,023.56	4,333.03	2,179.10	5,016.92
Net Loss	.....	1,138.79	.....	.....	.....	.....

* Included in "Interest" in 1920.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Norwich xb 1,237		Oil Springs 443		Otterville xa P.V.		Palmerston xb 1,850		Paris 4,346	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
4,136.42	4,824.49	366.49	701.04	1,156.08	1,421.89	4,283.77	5,035.03	7,696.27	9,368.93
1,915.42	2,235.71	319.75	503.46	648.41	760.53	4,036.64	4,736.84	4,411.23	4,532.48
2,000.38	1,935.35	5,684.03	6,970.28	1,770.64	1,401.36	2,333.25	3,504.55	16,414.88	15,619.82
902.09	1,087.64	.....	.....	.....	.....	901.85	1,077.14	1,225.00	1,225.00
1,641.00	1,667.26	740.04	496.65	342.00	324.00	1,631.25	1,740.00	4,642.00	4,515.00
9,794.89	10,764.22	.....	.....	.....	.....	.....	.....	.....	.....
40.57	.....	.....	369.40	.....	.....	1,126.84	1,412.39	.....	.....
20,430.77	22,514.67	7,110.31	9,040.83	3,917.13	3,907.78	14,313.60	17,505.95	34,389.38	35,261.23
9,957.83	8,950.13	4,206.09	5,245.21	1,482.04	1,661.26	5,477.12	6,845.88	13,643.00	15,186.57
.....	.....	.....	.....	.....	.....	.....	.....	1,323.71	1,397.27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,481.15	1,513.13	310.30	626.85	36.24	59.77	477.61	461.42	3,371.11	2,327.29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
123.63	346.74	.....	.....	.....	.....	.....	.....	526.44	134.12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
285.56	209.61	20.64	58.31	.....	21.29	319.27	191.45	596.31	769.98
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	431.49	470.00
988.84	1,296.95	268.22	182.79	169.94	271.95	1,179.90	1,181.06	887.19	1,118.56
.....	99.00	.....	.....	.....	.....	.....	.....	464.90	436.32
1,648.89	4,904.61	.....	.....	.....	.....	.....	.....	.....	.....
790.30	328.90	996.83	597.79	375.89	139.74	2,040.43	823.55	6,247.88	2,021.32
*	314.80	*	343.20	*	163.70	*	1,194.45	*	4,374.73
15,276.20	17,963.87	5,802.08	7,054.15	2,064.11	2,317.71	9,494.33	10,697.81	27,492.03	28,236.16
5,154.57	4,550.80	1,308.23	1,986.68	1,853.02	1,590.07	4,819.27	6,908.14	6,897.35	7,025.07
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,712.00	2,970.00	443.00	628.00	263.00	286.00	889.00	1,015.00	3,676.00	4,178.00
2,442.57	1,580.80	865.23	1,358.68	1,590.02	1,304.07	3,930.27	5,793.14	3,221.35	2,847.07
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA
SYSTEM—Continued

Municipality	Parkhill		Petrolia		Plattsville xa	
Population	1,194		2,964		P.V.	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	1,530.39	3,049.70	6,034.68	7,786.04	969.31	1,066.62
Commercial Light	1,106.09	2,243.54	5,447.61	6,246.63	873.81	706.15
Commercial Power	.....	617.93	19,193.71	21,483.70	3,155.32	302.26
Municipal Power	110.15	568.42	.....	.....	.....	.....
Street Light	1,452.50	2,490.00	3,442.83	3,493.36	576.00	555.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	2,444.19	847.25	27.15	3.70
Total	4,199.13	8,969.59	36,563.02	39,856.98	5,601.59	2,633.73
EXPENSES						
Power Purchased	1,948.86	3,735.92	14,819.20	18,139.05	3,704.74	2,394.50
Sub-Station Operation	.....	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	225.35	.....	.....
Distribution System, Operation and Maintenance	7.50	121.57	1,927.96	1,148.57	166.00	127.84
Line Transformer Mainten'ce	.....	.....	302.15	502.72	.....	.....
Meter Maintenance	.....	.....	189.49	165.28	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	90.65	143.62	42.07	323.87	32.00	65.26
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	257.40	350.60	3,534.97	3,846.35	170.65	157.29
Undistributed Expenses	.....	.....	1,282.61	1,337.70	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	687.35	1,105.49	3,873.05	2,622.04	366.35	211.24
Sinking Fund and Principal Payments on Debentures	*	366.61	*	1,146.32	*	105.63
Total Expenses	2,991.76	5,823.81	25,971.50	29,457.25	4,439.74	3,061.76
Gross Surplus	1,207.37	3,145.78	10,591.52	10,399.73	1,161.85	.....
Gross Loss	.....	.....	.....	.....	.....	428.03
Depreciation Charge	.....	670.00	2,414.00	2,808.00	221.00	244.00
Net Surplus	1,207.37	2,475.78	8,177.52	7,591.73	940.85	.....
Net Loss	.....	.....	.....	.....	.....	672.03

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Port Colborne 2,956		Port Credit xa 1,044		Port Dalhousie 1,565		Port Stanley xa 797		Preston xb 5,355	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
4,301.69	8,220.47	3,173.10	3,878.10	4,055.23	5,134.11	5,003.83	6,558.51	11,667.41	15,234.56
3,082.14	5,125.80	1,164.86	1,479.06	1,059.28	1,018.97	1,696.00	1,608.99	7,902.05	8,008.17
2,718.09	3,564.43	406.02	1,536.81	1,234.39	1,054.38	4,936.32	4,643.48	29,115.21	31,385.77
.....	816.75	.....	.....	.....	.....	387.95	700.55	780.00	780.00
1,200.00	1,731.75	1,210.00	1,100.00	1,064.00	1,442.00	1,677.00	1,729.05	3,290.23	3,307.32
.....	.....	.....	.....	.....	.....	.....	.....	3,569.50	.....
.....	822.25	.....	.....	.....	.....	411.27	.....	3.40	200.78
1,301.92	20,281.45	5,953.98	7,993.97	7,412.90	8,649.46	14,112.37	15,240.58	56,327.80	58,916.60
3,860.24	6,724.89	2,135.05	3,348.13	2,824.98	2,908.23	7,065.21	8,105.86	30,575.23	35,661.24
.....	.....	.....	.....	.....	.....	.....	.....	3,686.28	4,605.57
.....	.....	.....	.....	.....	.....	.....	.....	154.25	521.83
1,369.03	1,224.60	457.80	398.18	1,862.20	2,384.22	2,298.49	1,046.04	2,973.90	3,191.53
.....	.....	.....	.....	.....	.....	.....	.....	153.57	180.15
.....	.....	.....	.....	.....	.....	.....	.....	366.72	181.72
.....	.....	.....	.....	.....	.....	.....	.....	57.07	.....
62.65	.....	137.78	204.28	177.11	159.77	165.61	500.26	257.46	342.60
.....	.....	.....	.....	.....	.....	.....	.....	.....	39.78
.....	.....	.....	.....	.....	.....	.....	.....	1,805.07	2,001.82
1,637.85	3,511.71	847.76	850.56	436.43	794.30	2,268.90	2,239.22	2,027.01	2,594.05
.....	.....	.....	.....	.....	.....	.....	47.85	1,267.28	2,008.63
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,395.63	2,382.60	493.23	217.11	1,329.35	675.42	776.95	582.34	7,591.82	3,309.31
*	1,210.27	*	262.58	*	464.46	*	457.37	*	4,354.12
10,325.40	15,054.07	4,071.62	5,280.84	6,630.07	7,386.40	12,575.16	12,978.94	50,915.66	58,992.35
976.52	5,227.38	1,882.36	2,713.13	782.83	1,263.06	1,537.21	2,261.64	5,412.14	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	75.75
.....	1,892.00	674.00	765.94	613.00	649.00	969.00	1,157.00	5,390.00	5,452.00
976.52	3,335.38	1,208.36	1,947.19	169.83	614.06	568.21	1,104.64	22.14	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	5,527.75

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality Population	Princeton xa P.V.		Queenston xa P.V. a	Ridgetown xb 2,256	
Year	1920	1921	1921	1920	1921
EARNINGS			a		
	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	1,104.05	1,223.37	468.56	4,054.63	4,524.10
Commercial Light	339.38	393.41	90.49	3,474.32	3,401.55
Commercial Power	.....	.....	433.50	4,482.28	5,385.74
Municipal Power	.....	.....	.....	767.03	815.15
Street Light	420.00	400.00	406.00	2,511.46	2,371.59
Rural	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	.....	611.41	840.83
Total	1,863.43	2,016.78	1,398.55	15,901.13	17,338.96
EXPENSES					
Power Purchased	1,140.19	1,543.22	413.07	6,591.24	8,006.37
Sub-Station Operation	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....
Distribution System, Operation and Maintenance	58.85	60.23	9.00	770.63	1,891.98
Line Transformer Mainten'ce	.....	.....	.....	.....	.....
Meter Maintenance	.....	.....	.....	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	19.00	18.99	3.00	439.31	245.32
Promotion of Business	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	.....
Gen. Office—Salaries and Exp	75.27	124.71	226.65	1,088.07	885.39
Undistributed Expenses	.....	.....	.....	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....
Interest	288.01	178.37	172.20	1,506.78	477.76
Sinking Fund and Principal Payments on Debentures	*	71.61	.....	*	896.68
Total Expenses	1,581.32	1,997.13	823.92	10,396.03	12,403.50
Gross Surplus	282.11	19.65	574.63	5,505.10	4,935.46
Gross Loss	.....	.....	.....	.....	.....
Depreciation Charge	139.00	144.00	.....	940.00	1,043.00
Net Surplus	143.11	.....	574.63	4,565.10	3,892.46
Net Loss	.....	124.35	.....	.....	.....

a Six months' operation.
* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Rockwood xa P.V.		Rodney 676		Sarnia 13,870		Scarboro Twp. xb		Seaforth 1,981	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,382.39	1,799.39	1,516.38	1,849.15	44,174.44	51,857.64	9,936.12	13,932.01	4,606.78	5,870.40
408.73	584.02	1,373.38	1,548.45	28,041.43	29,269.89	.....	943.89	3,764.88	3,610.84
1,310.28	2,056.68	1,506.77	1,427.43	100,632.53	90,166.93	3,083.31	3,920.18	9,860.95	9,993.15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
586.02	708.21	1,254.00	1,187.50	13,412.80	12,717.98	1,656.50	1,978.98	1,718.47	1,688.00
.....	.....	.....	.....	6,689.49	9,410.96	.....	.....	.....	.....
.....	.....	1.59	20.96	3,396.42	4,155.41	.....	.....	438.07	222.00
3,687.42	5,148.30	5,652.12	6,033.49	196,346.81	197,578.81	14,675.93	22,774.16	20,389.15	21,384.39
2,315.39	2,982.79	2,379.44	2,522.47	85,966.39	86,888.58	3,722.74	5,749.72	12,783.27	13,632.26
.....	.....	.....	.....	5,378.50	6,201.47	.....	.....	.....	.....
.....	.....	.....	.....	184.44	454.50	.....	.....	.....	.....
58.03	102.33	180.74	193.72	3,537.70	4,569.88	1,731.58	2,475.73	1,828.12	1,769.61
.....	.....	.....	.....	977.20	1,534.22	.....	.....	.....	.....
.....	.....	.....	.....	379.35	330.15	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.38	46.98	68.17	165.61	2,380.95	4,236.01	164.26	473.03	247.37	261.02
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	3,105.75	3,939.02	.....	.....	.....	.....
408.99	305.40	347.93	341.30	7,036.17	7,554.99	1,517.22	1,671.96	815.09	972.79
.....	.....	.....	.....	12,408.66	6,643.92	.....	.....	.....	.....
.....	.....	.....	.....	.....	1,568.48	.....	.....	.....	.....
342.71	342.65	572.99	385.76	19,961.44	15,186.22	5,284.95	4,652.00	1,108.14	418.17
.....	.....	*	145.36	*	9,357.95	*	1,193.73	*	634.44
3,142.50	3,780.15	3,549.27	3,754.22	141,316.55	148,465.39	12,420.75	16,216.17	16,781.99	17,688.29
544.92	1,368.15	2,102.85	2,279.27	55,030.26	49,113.42	2,255.19	4,557.99	3,607.16	3,696.10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
376.00	410.00	397.00	434.00	10,141.00	12,937.00	2,394.00	2,995.00	1,963.00	2,178.00
168.92	958.15	1,705.85	1,845.27	44,889.26	36,176.42	.....	1,562.99	1,644.16	1,518.10
.....	.....	.....	.....	.....	.....	138.82	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA
SYSTEM—Continued

Municipality	Simcoe		Springfield		St. Catharines	
Population	3,946		470		19,862	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	2,960.86	3,446.47	961.07	1,110.81	46,123.30	55,560.41
Commercial Light	5,036.58	4,967.07	697.17	574.12	8,930.44	10,321.67
Commercial Power	2,310.35	3,382.32	648.72	528.69	60,203.87	54,947.24
Municipal Power	546.55	748.07	.....	.....	.....	.....
Street Light	3,807.51	3,266.32	800.00	800.00	14,441.58	15,135.22
Rural	.....	.....	365.51	44.64	.....	.....
Miscellaneous	.....	.....	.....	.....	1,675.45	1,561.06
Total	14,661.85	15,810.25	3,472.47	3,058.26	131,374.64	137,525.60
EXPENSES						
Power Purchased	4,416.40	7,775.63	1,814.34	1,908.46	54,851.62	49,991.59
Sub-Station Operation	302.40	.....	.....	.....	3,389.53	3,722.55
Sub-Station Maintenance	.....	.....	.....	.....	97.59	1,323.65
Distribution System, Operation and Maintenance	1,343.54	1,494.36	102.09	75.62	5,298.18	14,662.84
Line Transformer Mainten'ce	25.95	267.70	.....	.....	150.28	1,516.69
Meter Maintenance	.....	9.30	.....	.....	1,586.22	2,071.82
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	160.48	274.51	30.91	29.67	3,236.41	4,971.80
Promotion of Business	.....	.....	.....	.....	2,597.44	2,502.77
Billing and Collecting	.....	.....	.....	.....	4,708.45	4,596.63
Gen. Office—Salaries and Exp.	808.31	843.63	164.56	252.95	8,194.44	6,004.48
Undistributed Expenses	.....	.....	.....	.....	2,124.70	2,424.56
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	1,552.73	1,318.11	1,022.46	235.08	15,526.58	12,733.94
Sinking Fund and Principal Payments on Debentures	.....	.....	*	483.18	*	6,233.89
Total Expenses	8,609.81	11,983.24	3,134.36	2,984.96	101,761.44	112,757.21
Gross Surplus	6,052.04	3,827.01	338.11	73.30	29,613.20	24,768.39
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	1,544.00	1,824.00	.....	.....	12,794.00	14,403.50
Net Surplus	4,508.04	2,003.01	338.11	73.30	16,819.20	10,364.89
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

St. George xa P.V.		St. Jacobs xa P.V.		St. Marys xb 4,004		St. Thomas 17,850		Stamford Twp. xa	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,390.96	1,312.39	742.62	989.14	9,598.64	12,479.26	34,279.28	41,410.99	6,951.53	10,340.84
711.98	656.56	494.93	524.38	4,593.72	5,952.89	19,489.14	21,113.52	a	a
2,010.01	2,029.88	2,431.32	2,303.05	14,104.93	21,334.52	47,180.88	41,853.58	7,276.54	6,937.46
.....	.....	.....	.....	1,392.34	1,551.33	6,502.01	8,902.33	.....	.....
495.00	396.00	560.00	513.00	4,449.00	3,833.40	14,238.54	14,327.96	1,236.89	1,744.00
236.75	188.47	.....	.....	.....	.....	4,781.17	3,361.78	.....	.....
.....	.....	5.50	.....	246.97	814.59	329.13	31.20	.....	4.04
4,844.70	4,583.30	4,234.37	4,329.57	34,385.60	45,965.99	126,800.15	131,001.36	15,464.96	19,026.34
2,201.20	3,025.92	2,075.55	2,775.48	20,326.52	28,024.07	58,936.05	62,070.55	5,468.99	6,834.11
.....	.....	.....	.....	1,209.64	1,348.86	5,688.73	5,655.23	.....	.....
.....	.....	.....	.....	.....	119.39	128.30	645.36	.....	.....
34.44	206.55	.....	27.07	983.38	822.96	6,319.25	4,350.18	2,997.98	3,530.30
.....	.....	.....	.....	446.24	725.95	1,694.60	445.70	.....	.....
.....	.....	.....	.....	407.90	202.13	1,231.86	485.62	.....	.....
.....	.....	.....	.....	.....	.....	437.40	24.41	.....	.....
20.50	48.75	13.81	108.91	571.76	675.44	4,203.39	3,716.27	240.73	249.89
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	256.07	285.62	3,024.34	3,816.25	.....	.....
280.70	320.23	257.40	265.61	1,969.70	2,026.57	3,127.25	4,737.99	1,303.56	1,026.22
.....	.....	.....	.....	731.25	516.38	4,784.78	4,677.35	.....	579.50
.....	.....	.....	.....	.....	.....	.....	6,006.53	.....	.....
288.68	106.15	496.49	163.21	4,794.07	1,387.68	6,870.11	281.34	2,190.90	3,082.46
*	114.22	*	202.09	*	2,332.21	*	5,197.45	*	1,398.95
2,825.52	3,821.82	2,843.25	3,542.37	31,696.53	38,467.26	96,446.06	102,110.23	12,202.16	16,701.43
2,019.18	761.48	1,391.12	787.20	2,689.07	7,498.73	30,354.09	28,891.13	3,262.80	2,324.91
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
260.00	281.00	259.00	256.00	3,775.00	4,264.12	12,069.00	12,282.00	1,905.50	2,237.00
1,759.18	480.48	1,132.12	531.20	.....	3,234.61	18,285.09	16,609.13	1,357.30	87.91
.....	.....	.....	.....	1,085.93	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
a Included in Domestic Light.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality Population	Stratford xb 18,871		Strathroy xb 2,654		Tavistock xb 1,003	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	41,679.50	50,918.45	6,891.04	7,927.50	1,806.64	2,184.08
Commercial Light	19,050.82	19,459.85	5,037.74	5,436.85	1,015.70	1,069.87
Commercial Power	30,807.49	27,094.99	9,628.47	11,655.19	8,503.06	8,511.76
Municipal Power	4,115.58	5,941.66	1,563.96	1,490.05	90.88	82.02
Street Light	15,141.31	14,455.97	4,257.20	3,305.06	1,370.04	1,374.93
Rural	2,189.42	2,711.62	.....	.....	.....	.....
Miscellaneous	555.89	751.85	2,030.72	107.93	.....	98.58
Total	113,540.01	121,334.39	29,409.13	29,922.58	12,786.32	13,321.24
EXPENSES						
Power Purchased	48,593.60	60,191.16	12,122.08	14,031.07	8,472.75	8,885.93
Sub-Station Operation	3,775.06	3,840.00	.....	.....	.....	.....
Sub-Station Maintenance	247.51	929.90	.....	.....	.....	.....
Distribution System, Operation and Maintenance	6,600.35	4,946.61	372.87	1,154.35	62.65	198.22
Line Transformer Mainten'ce	620.80	575.39	.....	.....	.....	.....
Meter Maintenance	1,191.10	573.32	.....	.....	.....	.....
Consumers' Premises Exp.	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	4,809.61	7,207.12	481.09	1,092.33	24.18	188.53
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	2,975.40	3,535.07	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	1,636.68	1,565.83	2,937.00	.....	569.22	596.64
Undistributed Expenses	3,476.40	3,592.44	.....	3,859.33	10.14	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	17,625.66	10,676.98	3,452.49	1,561.13	31.89	.....
Sinking Fund and Principal Payments on Debentures	*	4,002.36	*	1,848.01	*	109.77
Total Expenses	91,552.17	101,636.18	19,365.53	23,546.22	9,170.83	9,979.09
Gross Surplus	21,987.84	19,698.21	10,043.60	6,376.36	3,615.49	3,342.15
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	11,951.00	14,275.00	2,073.00	2,500.00	469.00	515.00
Net Surplus	10,036.84	5,423.21	7,970.60	3,876.36	3,146.49	2,827.15
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Thamesford xa P.V.		Thamesville xa P.V.		Thorndale xa P.V.		Thorold 5,514	Tilbury 1,749	
1920	1921	1920	1921	1920	1921	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,030.02	1,127.26	2,293.54	2,907.81	716.05	989.21	16,763.65	2,372.09	3,279.86
980.63	1,003.40	1,783.72	2,578.52	715.49	743.97	.....	2,648.21	3,457.17
3,852.98	4,009.68	199.80	2,556.55	3,455.34	2,102.43	.....	1,711.87	4,745.94
.....	.....	.....	.....	.....	.....	687.50	.....	.....
578.00	532.67	1,200.00	1,256.85	442.00	416.00	2,040.00	915.00	943.75
.....	.....	.....	.....	.....	.....	.....	.....	.....
14.24	11.12	.....	.....	.....	.....	10.43	.....	21.18
6,455.87	6,684.13	5,477.06	9,299.73	5,328.88	4,251.61	19,501.58	7,647.17	12,447.90
3,589.17	4,622.18	2,653.26	3,719.25	3,942.78	3,890.74	7,050.39	3,635.27	6,101.98
.....	.....	.....	.....	.....	.....	2,657.85	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
281.56	130.44	59.04	310.84	75.90	44.12	2,471.37	114.24	272.71
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
77.92	65.83	67.72	44.79	89.90	123.49	697.70	76.75	98.09
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
198.93	241.16	379.50	385.76	121.01	126.20	1,780.02	1,275.23	1,533.06
.....	.....	.....	.....	.....	.....	.....	4.38	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
524.96	243.85	910.10	507.09	320.36	179.31	.....	1,246.93	896.13
*	227.01	*	322.86	*	126.53	.....	*	335.72
4,672.54	5,530.47	4,069.62	5,290.59	4,549.95	4,490.39	14,657.33	6,352.80	9,237.69
1,783.33	1,153.66	1,407.44	4,009.14	778.93	.....	4,844.25	1,294.37	3,210.21
.....	.....	.....	.....	.....	238.78	.....	.....	.....
355.00	382.00	494.00	572.00	185.00	197.00	2,379.00	494.00	609.00
1,428.33	771.66	913.44	3,437.14	593.93	.....	2,465.25	800.37	2,601.21
.....	.....	.....	.....	.....	435.78	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality	Tillsonburg		Toronto	
Population	3,021		512,812	
Year	1920	1921	1920	1921
EARNINGS				
	$ c.	$ c.	$ c.	$ c.
Domestic Light	6,417.45	7,160.17	729,364.33	865,908.45
Commercial Light	6,077.79	6,679.06	533,987.42	699,144.27
Commercial Power	18,378.45	10,084.24	1,164,782.90	1,236,518.60
Municipal Power	.....	.....	270,979.71	359,397.30
Street Light	2,651.00	2,557.94	335,369.74	346,301.69
Rural	.....	.....	.....	.....
Miscellaneous	1,220.58	393.68	56,138.59	80,847.74
Total	34,745.27	26,875.09	3,090,622.69	3,588,118.05
EXPENSES				
Power Purchased	17,481.57	13,359.45	974,827.92	1,111,019.01
Sub-Station Operation	1,050.76	1,153.67	100,154.93	110,425.19
Sub-Station Maintenance	.....	.....	62,283.90	59,123.32
Distribution System, Operation and Maintenance	918.35	677.99	69,566.75	124,385.85
Line Transformer Mainten'ce	.....	130.53	15,816.45	21,058.29
Meter Maintenance	472.73	91.45	43,855.65	39,288.75
Consumers' Premises Exp	.....	.....	99,996.09	115,953.98
Street Light Operation and Maintenance	297.86	238.69	84,238.51	93,621.03
Promotion of Business	13.61	1.20	54,557.86	68,389.07
Billing and Collecting	535.25	661.81	129,862.46	146,464.52
Gen. Office—Salaries and Exp.	2,932.50	2,782.79	208,804.44	265,281.14
Undistributed Expenses	439.36	262.09	97,963.99	128,889.27
Miscellaneous Expenses	.....	.....	.....	.....
Interest	2,294.46	928.00	654,745.10	451,786.07
Sinking Fund and Principal Payments on Debentures	*	1,326.66	*	206,912.83
Total Expenses	26,436.45	21,614.33	2,596,674.05	2,942,598.32
Gross Surplus	8,308.82	5,260.76	493,948.64	645,519.73
Gross Loss	.....	.....	.....	.....
Depreciation Charge	2,731.00	3,008.00	371,221.00	431,166.42
Net Surplus	5,577.82	5,252.76	122,727.64	214,353.31
Net Loss	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Toronto Township		Vaughan Township xi		Walkerville s 7,469		Wallaceburg xb 4,119		Wards-xa ville 215
1920	1921	1920	1921	1920	1921	1920	1921	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	763.80	1,145.99	40,884.48	41,133.16	11,021.73	11,703.39	315.80
.....	.....	152.45	234.78	22,432.85	18,365.76	7,115.48	7,363.40	147.66
.....	.....	2,059.19	2,633.87	109,892.78	112,665.36	30,913.84	24,881.34	.....
.....	.....	.....	.....	.....	.....	1,322.65	1,312.11	.....
.....	.....	238.00	238.00	3,692.33	4,473.29	3,567.12	2,953.30	398.75
18,641.08	25,042.87	648.08	943.75	s 35,558.10	s27,300.37	.....	.....	.....
.....	.....	.....	.....	4,990.06	1,903.75	1,001.13	.....	.....
81,641.08	25,042.87	3,861.52	5,196.39	217,450.60	205,841.71	54,941.95	48,213.54	862.21
4,911.00	6,629.82	1,817.38	1,775.52	117,586.40	118,454.99	26,426.93	21,486.10	321.84
.....	.....	.....	.....	5,953.66	7,459.96	.....	105.10	.....
.....	.....	.....	.....	828.76	133.68	144.27	.....	.....
2,526.98	1,909.71	26.00	177.09	4,716.02	4,807.22	618.36	2,390.67	.....
.....	.....	.....	.....	1,065.88	2,095.27	219.12	602.02	.....
.....	.....	.....	.....	3,145.18	2,454.21	55.81	109.80	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	33.50	2,435.42	2,187.10	1,203.13	754.11	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	4,858.58	5,418.66	.....	.....	.....
1,152.46	1,187.97	152.70	164.11	9,409.78	11,599.59	3,425.53	4,358.89	52.89
.....	.....	.....	.....	7,094.57	6,652.52	237.55	909.41	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
3,979.26	3,914.72	2,544.48	2,352.69	13,703.57	10,957.59	4,066.90	3,155.52	65.03
*	436.55	*	233.71	*	5,372.43	*	1,403.26	.....
12,569.70	14,078.77	4,540.56	4,736.62	170,797.82	177,593.22	36,397.60	35,274.88	439.76
6,071.38	10,964.10	.....	459.77	46,652.78	28,248.49	18,544.35	12,938.66	422.45
.....	.....	679.04	.....	.....	.....	.....	.....	.....
3,864.00	4,419.00	307.00	1,234.00	9,624.00	11,946.44	2,628.00	2,784.00	.....
2,207.38	6,545.10	.....	.....	37,028.87	16,302.05	15,916.35	10,154.66	422.45
.....	.....	986.04	774.23	.....	.....	.....	.....	.....

s Includes Sandwich and Ford.
* Included in "Interest" in 1920
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xi Operated by St. Catharines.
a Eight months' operation.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA
SYSYEM—Continued

Municipality Population	Waterdown xa 816		Waterford xa 1,083		Waterloo xd 5,744	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	2,167.44	2,353.26	2,503.53	2,957.14	11,943.47	14,931.02
Commercial Light	609.00	664.53	977.72	1,135.31	5,488.04	7,125.48
Commercial Power	1,487.72	1,137.73	3,345.94	2,493.18	23,423.98	23,198.54
Municipal Power	.....	.....	.....	.....	3,587.14	3,683.87
Street Light	600.00	620.00	1,177.00	1,333.02	5,697.47	5,840.59
Rural	3,658.44	3,726.03	714.05	885.85	1,497.14	1,716.73
Miscellaneous	.....	.....	8.81	88.19	803.00	.....
Total	8,522.60	8,501.55	8,727.05	8,897.68	52,440.24	56,496.23
EXPENSES						
Power Purchased	3,342.48	3,971.59	3,789.51	4,374.55	24,149.70	29,065.23
Sub-Station Operation	.....	.....	.....	.....	2,200.08	2,211.59
Sub-Station Maintenance	.....	.....	.....	.....	.....	72.86
Distribution System, Operation and Maintenance	230.61	260.42	294.53	245.78	2,612.99	2,178.10
Line Transformer Mainten'ce	.....	.....	.....	.....	16.14	58.04
Meter Maintenance	.....	.....	.....	.....	459.57	197.35
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	42.47	137.96	260.60	288.35	2,517.10	1,858.76
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	2,034.10	1,706.41
Gen. Office—Salaries and Exp.	688.60	674.00	589.44	590.24	5,128.21	5,078.87
Undistributed Expenses	.....	.....	.....	.....	559.44	312.50
Miscellaneous Expenses	.....	.....	.....	837.58	.....	.....
Interest	1,335.99	894.17	1,684.79	.....	4,142.19	4,647.33
Sinking Fund and Principal Payments on Debentures	*	442.81	*	1,285.86	*	2,740.29
Total Expenses	5,640.15	6,380.95	6,618.87	7,622.36	43,819.52	50,127.33
Gross Surplus	2,882.45	2,120.60	2,108.18	1,275.32	8,620.72	6,368.90
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	1,211.00	1,306.00	740.00	592.00	6,334.33	7,176.87
Net Surplus	1,671.45	814.60	1,368.18	683.32	2,286.39	.....
Net Loss	.....	.....	.....	.....	.....	807.97

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xd Hydro, Gas and Water under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Watford 1,033		Welland 9,356		West Lorne xa 770		Wellesley P.V.	
1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
2,332.72	2,873.44	14,065.49	18,307.67	1,286.61	1,630.54	857.83	1,065.38
2,160.32	2,620.52	5,126.13	5,955.83	1,253.45	1,356.84	524.94	568.02
2,305.80	2,808.30	55,825.21	43,112.95	4,838.27	6,008.65	4,180.31	4,003.07
.....	.....	.....	.....	.....	.....	.....	.....
1,592.94	1,638.45	5,478.50	6,061.35	1,402.50	1,378.73	732.74	741.96
.....	.....	12,299.52	7,886.97	.....	.....	.....	.....
3.69	9.27	1,936.96	1,540.82	.....	.....	.....	.....
8,395.47	9,949.98	94,732.81	82,865.59	8,780.83	10,374.76	6,295.82	6,378.43
4,930.40	5,456.37	46,965.89	33,834.50	3,600.75	5,584.68	4,293.85	4,698.61
.....	.....	3,106.40	3,320.56	.....	.....	.....	.....
.....	.....	314.43	377.91	.....	.....	.....	.....
131.20	860.96	2,114.91	3,880.62	86.53	129.36	59.83	246.20
.....	.....	655.12	480.48	.....	.....	.....	.....
.....	.....	515.42	299.60	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
55	90.53	1,906.63	2,411.44	83.42	87.66	75.17	41.00
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1,214.64	963.84	.....	.....	.....	.....
463.76	492.82	7,023.13	6,228.91	478.39	652.51	395.49	485.75
.....	.....	4,721.16	3,075.47	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
973.76	560.21	15,873.25	12,696.33	601.68	380.19	572.46	326.49
*	374.83	*	4,122.33	*	127.76	*	242.82
6,499.67	7,835.72	84,410.98	71,691.99	4,850.77	6,962.16	5,396.80	6,040.87
1,895.80	2,114.26	10,321.83	11,173.60	3,930.06	3,412.60	899.02	337.56
.....	.....	.....	.....	.....	.....	.....	.....
514.00	575.00	9,736.00	8,555.00	392.00	474.00	326.00	330.00
1,381.80	1,539.26	585.83	2,618.60	3,538.06	2,938.60	573.02	7.56
.....	.....	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

NIAGARA SYSTEM—Continued

Municipality	Weston xb		Windsor		Woodbridge	
Population	3,104		37,120		661	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	9,047.65	10,086.61	144,249.01	181,822.04	1,053.78	1,296.84
Commercial Light	2,125.38	2,183.96	75,244.64	99,612.26	672.50	748.34
Commercial Power	23,289.63	17,419.31	151,986.78	133,944.32	5,716.29	3,411.24
Municipal Power	1,820.38	1,638.35	4,941.73	12,780.61	.....	.....
Street Light	2,680.00	3,068.22	36,425.54	39,245.57	887.00	916.00
Rural	1,106.63	1,396.86	21,600.49	a 46,458.86	94.71	66.93
Miscellaneous	47.80	275.22	8,306.63	.....	.....	5.69
Total	40,117.47	36,068.53	442,754.82	513,863.66	8,424.28	6,445.04
EXPENSES						
Power Purchased	22,091.04	22,696.37	191,423.61	203,714.88	4,790.94	3,802.81
Sub-Station Operation	.....	.....	26,352.93	33,685.88	.....	.....
Sub-Station Maintenance	.....	.....	9,410.93	6,695.91	.....	.....
Distribution System, Operation and Maintenance	2,850.71	3,667.95	12,253.28	28,671.51	140.14	186.22
Line Transformer Mainten'ce	.....	.....	5,717.82	9,077.10	.....	.....
Meter Maintenance	.....	.....	3,241.48	4,762.13	.....	.....
Consumers' Premises Exp	.....	.....	2,799.23	3,729.92	.....	.....
Street Light Operation and Maintenance	253.50	312.61	14,714.43	26,591.19	79.23	128.25
Promotion of Business	.....	.....	397.11	210.96	.....	.....
Billing and Collecting	.....	.....	13,311.57	18,122.37	.....	.....
Gen. Office—Salaries and Exp.	2,072.48	2,371.63	14,528.05	18,514.01	263.22	385.34
Undistributed Expenses	73.00	73.00	14,328.74	23,639.73	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	1,061.96	858.50	37,703.79	31,057.60	480.50	263.64
Sinking Fund and Principal Payments on Debentures	*	385.27	*	20,873.74	*	153.37
Total Expenses	28,402.69	30,365.33	346,183.00	429,346.93	5,754.03	4,919.63
Gross Surplus	11,714.78	5,703.20	96,571.82	84,516.73	2,670.25	1,525.41
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	3,056.00	3,812.00	15,771.00	23,440.00	630.00	598.00
Net Surplus	8,658.78	1,891.20	80,800.82	61,076.73	2,040.25	927.41
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xb Hydro and Water Departments under one Commission.
a Municipal Railway.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Woodstock xb 10,333		Wyoming xa 475		Zurich xa P.V.		NIAGARA SYSTEM SUMMARY	
1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
22,542.71	25,130.13	1,116.01	1,550.65	881.70	954.55	2,070,212.09	2,536,647.29
14,832.22	15,988.83	953.51	1,226.83	991.52	1,009.12	1,174,845.34	1,449,932.22
23,954.56	25,836.54	665.29	747.17	2,773.80	2,343.29	3,163,337.61	3,185,841.06
3,093.93	2,518.93	.....	.....	.....	.....	456,906.43	551,937.51
7,241.75	6,772.97	960.00	960.00	1,080.00	975.00	800,314.08	824,086.75
352.91	.....	.....	.....	.....	.....	165,806.43	141,205.05
1,788.23	1,646.38	.....	.....	.....	.....	151,183.06	214,769.34
73,806.31	77,893.78	3,694.81	4,484.65	5,727.02	5,281.96	7,982,614.04	8,904,419.22
34,269.52	40,036.09	1,957.86	2,091.69	3,424.54	4,001.87	3,344,747.49	3,739,893.93
3,634.16	278.78	.....	.....	.....	.....	232,866.51	265,965.88
154.40	2,467.95	.....	.....	.....	.....	90,114.27	88,729.52
3,871.57	2,576.12	174.64	126.21	9.70	18.33	255,115.28	365,628.16
47.40	.....	.....	.....	.....	.....	40,678.80	58,093.74
411.33	982.17	.....	.....	.....	.....	106,027.03	97,677.50
.....	.....	.....	.....	.....	.....	116,283.52	134,845.71
1,196.51	1,327.82	69.44	231.64	81.79	91.38	184,158.15	236,217.38
.....	.....	.....	.....	.....	.....	68,596.91	90,627.02
3,388.89	2,885.06	.....	.....	.....	.....	250,247.35	274,319.23
4,339.10	4,026.69	155.48	285.27	312.20	311.22	461,113.40	549,415.22
1,333.50	1,698.09	21.48	.....	.....	.....	220,273.30	270,713.38
.....	.....	.....	.....	.....	.....	6,083.04	8,512.95
5,075.78	2,848.84	641.39	550.71	312.11	141.04	1,184,802.94	820,414.08
*	1,590.60	*	370.98	*	91.79	*	430,364.84
57,722.16	60,718.21	3,020.29	3,656.50	4,140.34	4,655.63	6,561,107.99	7,431,418.54
16,084.15	17,175.57	674.52	828.15	1,586.68	626.33	1,421,506.05	1,473,000.68
.....	.....	.....	.....	.....	.....	.....	.....
8,131.00	8,752.00	344.00	400.00	262.00	276.00	761,504.75	892,890.83
7,953.15	8,423.57	330.52	428.15	1,324.68	350.33	660,001.30	580,109.85
.....	.....	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

SEVERN SYSTEM

Municipality / Population	Alliston 1,301		Barrie xb 6,876		Bradford 907	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	4,255.43	5,253.63	14,459.88	16,926.24	1,727.98	2,522.29
Commercial Light	3,055.99	3,375.50	7,245.01	8,227.70	1,350.90	1,822.52
Commercial Power	4,384.69	2,982.43	9,579.73	8,665.13	428.61	1,310.02
Municipal Power	539.64	584.76	1,818.93	1,930.02	.....	.....
Street Light	1,888.02	1,998.00	4,068.80	3,919.31	1,462.00	1,481.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	2,928.21	5,252.73	2.00	.....
Total	14,123.77	14,194.32	40,100.56	44,921.13	4,971.49	7,136.53
EXPENSES						
Power Purchased	8,812.29	8,947.66	19,973.83	27,450.40	5,441.62	6,054.39
Sub-Station Operation	.....	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....	.....
Distribution System, Operation and Maintenance	661.10	893.86	711.22	1,011.43	124.68	219.85
Line Transformer Mainten'ce	.....	.....	.....	244.42	.....	.....
Meter Maintenance	.....	.....	49.99	771.14	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	321.34	239.18	1,000.31	1,250.49	264.79	143.83
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	800.48	895.88	3,249.80	3,519.03	411.34	412.03
Undistributed Expenses	.....	.....	776.57	1,071.89	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	2,968.48	2,978.74	1,572.94	1,488.40	1,546.43	1,517.19
Sinking Fund and Principal Payments on Debentures	*	665.04	1,903.99	1,988.53	*	204.85
Total Expenses	13,563.69	14,620.36	29,238.65	38,795.73	7,788.86	8,552.14
Gross Surplus	560.08	.....	10,861.91	6,125.40	.....	.....
Gross Loss	.....	426.04	.....	.....	2,817.37	1,415.61
Depreciation Charge	1,299.00	1,364.00	4,233.50	4,486.00	724.00	765.00
Net Surplus	.....	.....	6,628.41	1,639.40	.....	.....
Net Loss	738.92	1,790.04	.....	.....	3,541.37	2,180.61

* Included in "Interest" in 1920.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Beeton 580		Coldwater 663		Collingwood 6,016		Cookstown xa P.V.		Creemore xa 603	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,284.55	1,753.33	1,415.14	1,705.16	13,999.34	16,194.56	1,388.97	1,797.47	1,448.31	1,808.03
906.28	1,242.18	1,054.87	1,306.92	7,121.77	8,511.75	468.63	705.24	1,413.24	1,683.94
3,740.12	4,507.27	1,548.42	2,079.61	24,610.88	16,818.64	1,669.48	1,890.50	1,516.26	1,422.65
.....	.....	.....	.....	1,481.36	1,891.99	.....	.....	.....	.....
1,240.00	1,240.00	580.00	616.00	3,974.17	3,999.16	1,050.00	1,123.40	880.08	823.69
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	138.52	69.72	.....	.....	.....	.....
7,170.95	8,742.78	4,598.43	5,707.69	51,326.04	47,485.82	4,577.08	5,516.61	5,257.89	5,738.31
7,055.91	7,233.30	2,266.49	3,087.48	47,258.00	44,861.16	3,204.59	3,317.35	3,185.30	3,494.32
.....	.....	.....	.....	3.03	3.40	.....	.....	.....	.....
.....	.....	.....	.....	.....	4.95	.....	.....	.....	.....
.....	48.07	460.02	477.34	1,204.86	1,069.38	79.41	225.27	292.69	214.14
.....	.....	.....	.....	17.43	7.96	.....	.....	.....	.....
.....	.....	.....	.....	6.47	78.79	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62.24	100.44	74.22	28.12	404.18	352.93	98.62	229.65	91.69	78.40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	2,105.50	1,953.40	.....	.....	.....	.....
351.60	319.11	219.47	161.71	2,791.35	3,336.97	209.92	157.02	120.26	134.06
.....	.....	.....	.....	190.07	459.57	.....	.....	.....	.....
1,166.71	984.94	632.47	459.59	1,665.66	510.08	1,020.10	893.16	474.24	242.05
*	248.91	*	140.58	*	1,575.38	*	132.92	*	250.64
8,636.46	8,934.77	3,652.67	4,384.82	55,646.55	54,213.97	4,612.27	4,955.27	4,164.18	4,413.61
.....	.....	945.76	1,322.87	.....	.....	.....	561.34	1,093.71	1,324.70
1,465.51	191.99	.....	.....	4,320.51	6,728.15	35.56	.....	.....	.....
577.00	604.00	497.00	518.00	3,750.00	3,924.00	486.00	517.00	358.00	387.00
.....	.....	448.76	804.87	.....	.....	.....	44.34	735.71	937.70
2,042.51	795.99	.....	.....	8,070.51	10,652.15	521.56	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

SEVERN
SYSTEM—Continued

Municipality Population	Elmvale xa P.V.		Midland xb 7,129		Penetang xb 3,896	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	1,313.94	1,491.09	16,362.07	20,140.29	4,971.37	6,714.63
Commercial Light	1,120.45	1,501.27	7,435.12	8,618.18	3,340.35	3,798.95
Commercial Power	3,722.19	4,239.56	18,060.43	20,964.55	20,541.30	17,779.06
Municipal Power	.....	.....	1,500.00	1,500.00	1,623.37	1,866.14
Street Light	683.50	756.00	4,401.00	4,506.00	2,390.50	2,566.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	2,870.76	367.00	96.58	19.85
Total	6,840.08	7,987.92	50,629.38	56,096.02	32,963.47	32,744.63
EXPENSES						
Power Purchased	4,379.26	5,730.10	31,831.55	33,310.92	23,367.70	22,367.18
Sub-Station Operation	.....	.....	1,184.21	1,767.89	1,063.00	1,110.75
Sub-Station Maintenance	.....	.....	131.43	218.63	.....	.....
Distribution System, Operation and Maintenance	504.21	458.61	1,065.30	1,528.01	228.49	381.19
Line Transformer Mainten'ce	.....	.....	118.95	87.58	345.46	258.71
Meter Maintenance	.....	.....	214.97	142.40	65.54	79.93
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	66.01	69.81	321.73	453.37	73.00	418.68
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	581.02	532.10	255.85	254.00
Gen. Office—Salaries and Exp.	388.12	297.32	3,778.89	3,287.55	2,051.03	2,077.72
Undistributed Expenses	.....	.....	312.90	480.99	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	445.94	262.59	4,549.12	4,643.45	2,408.44	1,617.65
Sinking Fund and Principal Payments on Debentures	*	155.66	*	2,554.45	*	866.05
Total Expenses	5,783.54	6,974.09	44,090.07	49,007.34	29,858.51	29,431.86
Gross Surplus	1,056.54	1,013.83	6,539.31	7,088.68	3,104.96	3,312.77
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	523.00	547.00	5,826.25	5,664.00	2,764.00	2,968.00
Net Surplus	533.54	466.83	713.06	1,424.68	340.96	344.77
Net Loss	.....	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Port McNicoll xa 614		Stayner 927		Thornton xa P.V.		Tottenham xa 452		Victoria Harbor xa 1,462	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,514.24	1,879.68	1,896.77	2,534.35	564.08	688.24	1,528.86	2,181.09	1,222.63	1,593.60
566.00	692.07	1,683.99	2,301.30	198.24	306.20	1,011.40	1,335.34	1,470.72	1,607.34
87.40	109.77	3,826.07	3,006.88	.....	.....	.....	146.42	.....	.....
.....	.....	.....	.....	.....	.....	.....	71.15	.....	.....
456.00	570.00	1,008.00	1,008.00	448.54	577.50	1,029.00	1,029.00	610.00	680.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,623.64	3,251.52	8,414.82	8,850.53	1,210.86	1,571.94	3,569.26	4,763.00	3,303.35	3,880.94
1,826.70	1,541.88	4,047.91	5,307.43	1,232.81	1,420.00	3,590.00	4,183.18	2,138.45	2,120.97
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
156.72	131.60	394.33	494.20	3.06	16.77	248.18	289.81	310.12	358.13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.63	45.34	85.92	10.33	22.05	36.97	49.52	117.01	24.80	64.22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
297.33	239.97	316.10	327.62	79.30	79.12	139.20	145.21	458.87	420.98
.....	.....	.....	26.73	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
559.91	611.91	1,249.52	638.16	472.51	465.25	1,196.12	735.63	536.12	281.95
*	181.90	*	539.48	*	211.24	*	564.99	*	243.63
2,886.29	2,752.60	6,093.78	7,343.95	1,809.73	2,229.35	5,223.02	6,035.83	3,468.36	3,489.88
.....	498.92	2,321.04	1,506.58	.....	.....	.....	.....	.....	391.06
262.65	.....	.....	.....	598.87	657.41	1,653.76	1,272.83	165.01	.....
255.00	340.00	641.00	686.00	299.00	312.00	418.00	437.00	342.00	352.00
.....	158.92	1,680.04	820.58	.....	.....	.....	.....	.....	39.06
517.65	.....	.....	.....	897.87	90. .41	2,071.76	1,709.83	507.01	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

SEVERN
SYSTEM—Continued

Municipality Population	Waubaushene xa P.V.		SEVERN SYSTEM SUMMARY	
Year	1920	1921	1920	1921
EARNINGS				
	$ c.	$ c.	$ c.	$ c.
Domestic Light	1,050.26	1,324.12	70,403.82	86,508.50
Commercial Light	640.46	640.36	39,921.42	47,676.76
Commercial Power	70.49	112.73	93,979.94	86,035.22
Municipal Power			6,769.42	7,844.06
Street Light	360.00	360.00	26,529.61	27,253.06
Rural				
Miscellaneous			6,036.07	5,709.30
Total	1,959.21	2,437.21	243,640.28	261,026.90
EXPENSES				
Power Purchased	963.72	1,256.89	170,576.13	181,684.51
Sub-Station Operation			2,250.24	2,882.04
Sub-Station Maintenance			131.43	223.58
Distribution System, Operation and Maintenance	74.53	6.50	6,518.92	7,824.16
Line Transformer Mainten'ce			481.84	598.67
Meter Maintenance			336.97	1,072.26
Consumers' Premises Exp.				
Street Light Operation and Maintenance		26.00	3,006.05	3,694.77
Promotion of Business				
Billing and Collecting			2,942.37	2,739.50
Gen. Office—Salaries and Exp.	269.88	307.81	15,932.94	16,119.11
Undistributed Expenses			1,279.54	2,039.18
Miscellaneous Expenses				
Interest	310.61	178.26	24,679.31	20,497.53
Sinking Fund and Principal Payments on Debentures	*	127.32	*	8,663.04
Total Expenses	1,618.74	1,902.78	228,135.74	248,038.35
Gross Surplus	340.47	534.43	15,504.54	12,988.55
Gross Loss				
Depreciation Charge	194.00	202.00	23,186.75	24,073.00
Net Surplus	146.47	332.43		
Net Loss			7,682.21	11,084.45

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

EUGENIA
SYSTEM

Arthur 1,218		Chatsworth xa 326		Chesley xb 1,721		Dundalk xa 690		Durham 1,400	
1920	1921	1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,949.56	2,368.81	724.34	985.81	4,000.52	5,352.03	1,328.45	1,597.79	3,095.24	4,071.98
1,898.65	2,699.10	579.22	786.28	2,948.77	3,523.13	1,284.67	1,680.40	2,182.30	2,774.44
4,948.55	5,013.98	298.26	619.31	6,905.15	6,928.79	2,208.80	2,558.03	2,430.41	8,893.04
.....	.....	.....	.....	458.94	789.03	.....	.....	.....	.....
1,087.98	1,317.98	408.32	448.00	1,372.02	1,527.19	800.06	882.00	1,224.50	1,410.50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	143.09	50.91	.....	40.43	.....	.....
9,884.74	11,399.87	2,010.14	2,839.40	15,828.49	18,171.08	5,621.98	6,758.65	8,932.45	17,149.96
11,349.93	10,829.32	1,650.22	1,766.98	12,679.37	11,744.97	4,373.18	4,575.06	4,958.47	10,358.25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
477.09	199.27	61.82	216.31	686.56	797.28	376.19	125.25	168.68	632.62
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
175.85	204.77	72.95	62.00	66.86	89.65	91.54	79.65	114.52	267.18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
398.91	533.68	184.24	136.13	551.45	597.49	221.44	224.00	768.62	1,004.14
.....	.....	.....	.....	.....	.....	128.21	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,886.75	1,810.16	541.21	384.89	2,601.85	1,654.28	468.07	328.33	1,728.68	1,201.52
*	319.98	*	175.34	*	998.92	*	187.45	*	644.54
14,288.43	13,897.18	2,510.44	2,741.65	16,586.09	15,882.59	5,658.63	5,519.74	7,738.97	14,108.25
.....	.....	.....	97.75	.....	2,288.49	.....	1,238.91	1,193.48	3,041.71
4,403.69	2,497.31	500.30	.....	757.60	.....	36.65	.....	.....	.....
927.00	979.00	221.00	233.00	1,111.00	1,189.00	386.00	404.00	870.00	1,071.00
.....	.....	.....	.....	.....	1,099.49	.....	834.91	323.48	1,970.71
5,330.69	3,476.31	721.30	135.25	1,868.60	.....	422.65	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

EUGENIA SYSTEM—Continued

Municipality	Elmwood xa		Flesherton		Grand Valley	
Population	P.V.		417		595	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	592.57	762.83	1,152.24	1,585.13	1,725.49	2,202.44
Commercial Light	351.78	545.58	763.00	1,278.80	1,484.90	2,157.32
Commercial Power	1,514.17	1,802.31	701.76	446.07	1,631.54	1,869.20
Municipal Power						
Street Light	569.25	548.29	594.00	644.00	832.00	970.60
Rural						
Miscellaneous	1.80				7.38	13.64
Total	3,029.57	3,659.01	3,211.00	3,954.00	5,681.31	7,213.20
EXPENSES						
Power Purchased	2,882.66	2,650.67	2,550.79	2,765.44	4,710.33	3,883.65
Sub-Station Operation						
Sub-Station Maintenance						
Distribution System, Operation and Maintenance	40.77	17.91	30.53	173.17	48.65	63.16
Line Transformer Mainten'ce						
Meter Maintenance						
Consumers' Premises Exp.						
Street Light Operation and Maintenance	29.84	49.69	58.31	71.70	60.50	96.00
Promotion of Business						
Billing and Collecting						
Gen. Office—Salaries and Exp.	123.14	93.83	143.20	267.38	282.15	263.23
Undistributed Expenses			8.02			
Miscellaneous Expenses						
Interest	648.90	479.39	478.28	498.52	988.50	654.62
Sinking Fund and Principal Payments on Debentures	*	211.76	*	105.65	*	377.52
Total Expenses	3,725.31	3,503.25	3,269.13	3,881.86	6,090.13	5,338.18
Gross Surplus		155.76		72.14		1,875.02
Gross Loss	695.74		58.13		408.82	
Depreciation Charge	259.00	272.00	306.00	309.00	473.00	515.00
Net Surplus						1,360.00
Net Loss	954.74	116.24	364.13	236.86	881.82	

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Hanover xb 2,842		Holstein xa P.V.		Kincar- xb dine A 2,036	Lucknow B xa 918	Markdale 927		Mount Forest xb 1,825	
1920	1921	1920	1921	1921	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
6,599.51	8,978.84	459.38	510.16	3,742.64	1,444.43	2,054.17	2,496.08	2,959.09	4,050.74
3,852.40	4,807.51	405.80	472.86	2,179.51	1,551.66	1,321.06	1,550.66	3,625.36	5,279.82
16,954.80	39,475.98	109.47	215.76	357.48	1,063.91	1,513.24	1,414.47	2,772.21	3,750.47
.....	.....	.....	.....	.....	.....	.....	.....	1,410.21	1,468.95
2,010.50	2,720.69	231.50	296.32	2,545.07	1,256.67	739.37	910.78	1,953.00	2,302.75
.....	.....	.....	.....	.....	.....	193.27	178.86	.....	.....
107.61	.....	.....	.....	.....	.....	481.26	.....	.....	107.24
29,524.82	55,983.02	1,206.15	1,495.10	8,824.70	5,316.67	6,302.37	6,550.85	12,719.87	16,959.97
26,087.94	39,888.41	1,484.58	1,788.06	7,061.19	4,454.69	2,973.66	3,232.18	10,652.13	12,830.19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,944.51	3,690.86	27.78	.....	1,959.62	44.77	434.47	144.23	500.34	1,223.59
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
289.62	127.15	11.64	30.19	53.82	25.27	91.80	43.90	434.48	229.58
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,573.76	2,075.96	108.33	124.50	2,573.79	262.80	459.73	587.90	724.22	1,451.73
.....	.....	.....	.....	.....	.....	.....	66.42	262.15	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5,319.04	4,066.89	382.99	309.70	2,328.37	814.99	953.99	764.27	2,611.45	1,615.73
*	2,235.12	*	112.45	1,087.38	262.17	*	152.42	*	786.52
35,214.87	52,084.39	2,015.32	2,364.90	15,064.17	5,864.69	1,388.72	4,991.32	15,184.77	18,137.34
.....	3,898.63	.....	.....	.....	.....	.....	1,559.53	.....	.....
5,690.05	.....	809.17	869.80	6,239.47	548.02	.....	.....	2,464.90	1,177.37
2,536.00	3,056.00	122.00	124.00	.....	.....	573.00	600.00	1,109.00	1,203.00
.....	842.63	.....	.....	.....	.....	815.72	959.53	.....	.....
8,226.05	.....	931.17	993.80	6,239.47	548.02	.....	.....	3,573.90	2,380.37

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
A Eight months' operation.
B Ten months' operation.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

EUGENIA
SYSTEM—Continued

Municipality Population	Neustadt 444		Orangeville 2,427		Owen Sound xb 12,013	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	813.48	1,159.34	2,891.19	3,660.49	21,798.34	26,511.72
Commercial Light	526.21	737.47	2,852.54	3,707.47	15,160.58	16,442.16
Commercial Power	2,656.17	3,214.94	3,813.67	3,869.74	24,645.87	29,116.14
Municipal Power	.....	.....	314.00	342.00	.....	.....
Street Light	819.00	975.00	2,849.15	3,810.40	11,018.09	11,270.75
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	233.87	193.27	2,076.01	.....
Total	4,814.86	6,086.75	12,954.42	15,583.37	74,698.89	83,340.77
EXPENSES						
Power Purchased	5,030.57	7,107.25	9,745.84	9,319.36	47,256.74	56,720.95
Sub-Station Operation	.....	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	3,152.31	4,142.68
Distribution System, Operation and Maintenance	288.08	137.74	1,473.66	1,499.48	1,827.83	4,144.46
Line Transformer Mainten'ce	.....	.....	.....	.....	.....	1,297.50
Meter Maintenance	.....	.....	.....	.....	539.59	42.21
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	59.37	225.58	116.14	304.80	1,952.74	2,594.75
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	1,915.58	2,433.63
Gen. Office—Salaries and Exp.	116.70	199.17	430.57	517.25	6,181.94	6,009.91
Undistributed Expenses	.....	.....	.....	.....	471.96	1,135.16
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	1,336.71	803.34	3,088.37	1,891.67	8,614.29	1,864.53
Sinking Fund and Principal Payments on Debentures	*	529.88	*	1,213.08	*	7,763.83
Total Expenses	6,831.43	9,002.96	14,854.58	14,745.64	71,912.98	88,149.61
Gross Surplus	.....	.....	.....	837.73	2,785.91	.....
Gross Loss	2,016.57	2,916.21	1,900.16	.....	.....	4,808.84
Depreciation Charge	502.00	611.00	1,313.00	1,497.00	6,006.25	6,392.67
Net Surplus	.....	.....	.....	.....	.....	.....
Net Loss	2,518.57	3,527.21	3,213.16	659.27	3,220.34	11,201.51

* Included in "Interest" in 1920.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Price-ville P.V. xa A	Ripley P.V. B	Shelburne 1,075 xb		Tara 537		Tees-water 807 A	Wingham 2,337 xb	EUGENIA SYSTEM SUMMARY	
1921	1921	1920	1921	1920	1921	1921	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
211.50	855.57	2,616.47	3,754.83	1,093.36	1,824.49	1,803.67	9,381.46	55,853.40	89,312.78
117.80	922.75	2,084.51	2,862.25	1,047.54	1,787.89	1,116.98	4,348.31	42,369.29	63,330.15
.....	2,244.98	3,752.54	4,068.30	950.40	1,134.69	1,179.56	15,278.46	77,807.01	134,515.61
.....	.....	333.78	391.99	.....	.....	.....	561.43	2,516.93	3,553.40
315.00	1,080.00	1,182.96	1,327.05	1,272.00	1,340.00	1,480.58	2,953.72	28,963.70	42,333.34
.....	.....	.....	.....	113.07	96.71	.....	.....	306.34	275.57
.....	.....	.....	.....	.....	.....	.....	.....	3,051.02	405.49
644.30	5,103.30	9,970.26	12,404.42	4,476.37	6,183.78	5,580.79	32,523.38	210,867.69	333,726.34
507.72	4,354.38	8,674.95	7,945.42	5,002.53	4,333.05	4,598.73	19,544.70	162,063.79	232,260.62
.....	.....	.....	.....	.....	.....	.....	565.25	.....	565.25
.....	.....	.....	.....	.....	.....	.....	839.50	3,152.31	4,982.18
.....	24.19	471.34	349.96	154.78	262.16	165.20	3,077.16	9,013.08	18,948.39
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,297.50
.....	.....	.....	.....	.....	.....	.....	.....	539.59	42.21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.50	.....	60.00	15.00	84.81	145.49	24.71	376.74	3,770.97	5,121.12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	1,915.58	2,433.63
14.10	237.22	660.08	478.86	267.42	318.57	167.95	2,163.71	13,195.90	20,303.30
.....	.....	.....	.....	.....	.....	.....	.....	870.34	1,201.58
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
185.62	544.11	1,689.57	1,205.63	1,186.83	1,070.55	2,082.43	2,106.97	34,525.48	28,666.51
163.10	201.12	*	727.16	*	495.91	1,066.39	2,127.38	*	21,945.07
874.04	5,361.02	11,555.94	10,722.03	6,696.37	6,625.73	8,105.41	30,801.41	229,047.04	337,767.36
.....	.....	.....	1,682.39	.....	.....	.....	1,721.97	.....	.....
229.74	257.72	1,585.68	.....	2,220.00	441.95	2,524.62	.....	18,179.35	4,041.02
.....	.....	822.00	886.00	545.00	576.00	.....	2,660.00	18,081.25	22,577.67
.....	.....	.....	796.39	.....	.....	.....	.....	.....	.....
229.74	257.72	2,407.68	.....	2,765.00	1,017.95	2,524.62	938.03	36,260.60	26,618.69

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
A Eleven months' operation.
B Ten months' operation.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

WASDELLS SYSTEM

Municipality / Population	Beaverton 975		Brechin xa P.V.		Cannington 896	
Year	1920	1921	1920	1921	1920	1921
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	3,472.74	3,908.27	596.76	650.85	3,713.43	4,384.72
Commercial Light	1,723.15	2,155.25	707.93	1,029.78	2,042.35	2,398.50
Commercial Power	3,332.06	3,790.32	1,646.15	2,036.27	1,132.55	1,207.13
Municipal Power	.....	.....	.....	.....	.....	.....
Street Light	1,079.45	1,079.50	149.25	189.00	1,011.99	1,224.00
Rural	874.95	1,402.32	.....	.....	.....	.....
Miscellaneous	631.59	.....	150.00	150.00	115.55	130.53
Total	11,113.94	12,335.66	3,250.09	4,055.90	8,015.87	9,344.88
EXPENSES						
Power Purchased	6,161.84	5,630.75	3,309.97	3,268.69	5,203.62	4,112.90
Sub-Station Operation	.....	.....	.....	.....	.....	.....
Sub-Station Maintenance	.....	.....	.....	.....	.....	.....
Distribution System, Operation and Maintenance	1,143.95	899.85	397.57	335.30	884.56	795.57
Line Transformer Mainten'ce	.....	.....	.....	.....	.....	.....
Meter Maintenance	.....	.....	.....	.....	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	64.88	43.45	19.67	.....	75.75	20.64
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	133.18	123.52	20.07	18.89	166.31	215.97
Undistributed Expenses	.....	234.52	.....	.....	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	1,532.92	1,206.78	396.11	351.76	1,320.63	928.63
Sinking Fund and Principal Payments on Debentures	.....	403.27	*	44.69	*	332.63
Total Expenses	9,036.77	8,542.14	4,143.39	4,019.33	7,650.87	6,406.34
Gross Surplus	2,077.17	3,793.52	.....	36.57	365.00	2,938.54
Gross Loss	.....	.....	893.30	.....	.....	.....
Depreciation Charge	538.00	621.00	138.00	134.00	542.00	578.00
Net Surplus	1,539.17	3,172.52	.....	.....	.....	2,360.54
Net Loss	.....	.....	1,031.30	97.43	177.00	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Kirkfield xa P.V.		Sunderland xa P.V.		Woodville xa 448		WASDELLS SYSTEM SUMMARY	
1920	1921	1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
78.91	318.70	1,580.01	1,851.55	1,423.96	2,195.02	10,865.81	13,309.11
320.95	705.46	1,062.24	1,398.06	1,122.12	1,330.04	6,976.74	9,017.09
.....	.....	790.48	814.60	1,296.75	1,846.69	8,197.99	9,695.01
.....	.....	.....	.....	.....	.....	.....	.....
278.40	633.65	380.25	549.00	556.25	684.00	3,455.59	4,359.15
.....	.....	1,299.20	1,652.46	633.03	462.73	2,807.18	3,517.51
.....	.....	.....	.....	.....	.....	897.14	280.53
678.26	1,657.81	5,110.18	6,265.67	5,032.11	6,518.48	33,200.45	40,178.40
413.70	1,010.96	4,053.83	3,607.33	3,885.59	3,955.25	23,028.55	21,585.88
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
104.65	171.43	579.70	525.57	435.69	583.40	3,546.12	3,311.12
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
16.86	59.60	106.41	78.75	69.61	63.18	353.18	265.62
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
14.70	17.07	68.02	97.50	16.02	21.44	418.30	494.39
.....	.....	.....	.....	.....	.....	.....	234.52
.....	.....	.....	.....	.....	.....	.....	.....
22.69	371.48	1,201.52	1,074.05	668.69	620.32	5,142.56	4,553.02
.....	173.10	.....	164.77	*	171.05	.....	1,289.51
572.60	1,803.64	6,009.48	5,547.97	5,075.60	5,414.64	32,488.71	31,734.06
105.66	.....	.....	717.70	.....	1,103.84	711.74	8,444.34
.....	145.83	899.30	.....	43.49	.....	.....	.....
.....	249.00	237.00	260.00	170.00	192.00	1,625.00	2,034.00
105.66	.....	.....	457.70	.....	911.84	.....	6,410.34
.....	394.83	1,136.30	.....	213.49	.....	913.26	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

MUSKOKA SYSTEM

Municipality / Population	Gravenhurst xb 1,432		Huntsville xb 2,176		MUSKOKA SYSTEM SUMMARY	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	2,832.40	4,219.34	6,953.49	8,380.90	9,785.89	12,600.24
Commercial Light	4,762.31	6,239.31	3,233.63	4,325.78	7,995.94	10,565.09
Commercial Power	5,943.74	5,024.86	14,228.65	13,413.11	20,172.39	18,437.97
Municipal Power	633.00	504.00	1,083.33	1,032.63	1,716.33	1,536.63
Street Light	1,199.18	1,804.23	1,887.00	1,887.00	3,086.18	3,691.23
Rural						
Miscellaneous	504.44		84.57	514.19	589.01	514.19
Total	15,875.07	17,791.74	27,470.67	29,553.61	43,345.74	47,345.35
EXPENSES						
Power Purchased	7,022.07	6,807.01	19,586.93	20,362.63	26,609.00	27,169.64
Sub-Station Operation						
Sub-Station Maintenance						
Distribution System, Operation and Maintenance	2,497.83	2,679.08	1,025.60	746.60	3,523.43	3,425.68
Line Transformer Mainten'ce						
Meter Maintenance						
Consumers' Premises Exp						
Street Light Operation and Maintenance	372.65	386.10	98.68	152.52	471.33	538.62
Promotion of Business						
Billing and Collecting						
Gen. Office—Salaries and Exp.	1,715.74	1,704.40	2,447.57	2,282.51	4,163.31	3,986.91
Undistributed Expenses						
Miscellaneous Expenses						
Interest	4,089.04	1,835.89	2,496.92	1,336.48	6,585.96	3,172.37
Sinking Fund and Principal Payments on Debentures	*	1,982.67	*	965.33	*	2,948.00
Total Expenses	15,697.33	15,395.15	25,655.70	25,846.07	41,353.03	41,241.22
Gross Surplus	177.74	2,396.59	1,814.97	3,707.54	1,992.71	6,104.13
Gross Loss						
Depreciation Charge	2,170.00	2,135.00	884.00	966.00	3,054.00	3,101.00
Net Surplus		261.59	930.97	2,741.54		3,003.13
Net Loss	1,992.26				1,061.29	

* Included in "Interest" in 1920.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

ST. LAWRENCE SYSTEM

Alexandria 2,275 xb a	Apple Hill P.V. xa b	Brockville 9,254 xd		Chesterville 919 xa		Lancaster 639 xa c	Martintown P.V. xa c	Maxville 721 xa a
1921	1921	1920	1921	1920	1921	1921	1921	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
3,053.03	264.14	20,943.36	27,780.61	2,618.21	3,559.07	405.83	258.15	1,163.74
3,227.37	236.51	20,382.61	24,960.63	3,085.60	2,923.10	399.35	190.42	974.77
3,657.79	221.14	32,694.72	37,701.25	6,955.75	6,133.40	.....	.....	305.47
884.54	.....	5,878.00	6,163.15	.....	.....	.....	.....	.....
3,116.56	271.75	9,000.00	9,000.00	1,116.00	1,235.00	621.37	210.00	821.33
.....	.....	.....	.....	.....	.....	.....	54.25	.....
.....	.....	.....	.....	846.33	.....	.....	.....	.....
13,939.29	993.54	88,898.69	105,605.64	14,621.29	13,850.57	1,426.55	712.82	3,265.31
10,316.44	825.96	49,713.84	55,951.02	11,569.91	11,671.99	2,232.53	531.71	3,735.26
.....	.....	7,922.16	9,500.28	.....	.....	.....	.....	.....
.....	.....	1,378.04	2,136.03	.....	.....	.....	.....	.....
1,793.51	44.89	4,967.09	4,479.13	936.49	1,165.07	3.16	.20	213.46
.....	.....	32.71	257.69	.....	.....	.....	.....	.....
.....	.....	1,199.05	1,189.94	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
256.47	38.80	1,768.63	2,490.60	94.81	56.99	64.80	8.10	151.39
.....	.....	1,376.30	1,696.63	.....	.....	.....	.....	.....
.....	.....	819.88	955.13	.....	.....	.....	.....	.....
1,191.89	107.00	3,686.76	3,666.53	135.43	128.09	33.78	25.51	76.91
.....	.....	2,866.21	2,276.28	.....	180.41	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
1,215.42	29.40	17,622.28	9,661.98	1,032.20	705.03	441.81	150.66	548.38
1,289.42	.....	*	8,985.82	*	235.96	176.70	81.55	458.87
16,063.15	1,046.05	93,352.95	103,247.06	13,768.84	14,143.54	2,952.78	797.73	5,184.27
.....	.....	.....	2,358.58	853.05	.....	.....	.....	.....
2,123.86	52.51	4,454.26	.....	.....	292.97	1,526.23	84.91	1,918.96
.....	.....	3,675.00	4,867.00	490.00	534.00	.....	.....	.....
.....	.....	.....	.....	363.05	.....	.....	.....	.....
2,123.86	52.51	8,129.26	2,508.42	.....	826.97	1,526.23	84.91	1,918.96

a Ten months' operation.
b Seven months' operation.
c Six months' operation.
* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xd Hydro, Gas and Water under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

ST. LAWRENCE SYSTEM—Continued

Municipality / Population	Prescott xb 2,758		Williamsburg xa P.V.		Winchester xa 1,028	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	5,952.58	7,851.66	759.05	926.67	3,808.56	4,987.06
Commercial Light	4,043.40	4,730.49	253.05	439.04	2,242.15	2,925.86
Commercial Power	3,667.19	4,087.29	317.42	230.38	569.08	595.07
Municipal Power	1,539.72	1,634.65	.....	.....	.....	.....
Street Light	4,137.00	4,693.50	221.00	221.00	1,590.42	1,930.50
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	83.67	78.15	.....	82.94	553.34	777.17
Total	19,423.56	23,075.74	1,550.52	1,900.03	8,763.55	11,215.66
EXPENSES						
Power Purchased	10,779.58	10,946.18	1,020.79	1,333.75	6,470.61	6,057.65
Sub-Station Operation	392.89	615.59	.....	.....	.....	.....
Sub-Station Maintenance	.....	144.16	.....	.....	.....	.....
Distribution System, Operation and Maintenance	1,157.67	1,442.16	163.47	265.74	1,075.54	936.35
Line Transformer Mainten'ce	.....	.....	.....	.....	.....	.....
Meter Maintenance	.....	.....	.....	.....	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	635.07	609.59	7.25	20.59	117.53	127.78
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	72.52	82.23	.....	.....	.....	.....
Gen. Office—Salaries and Exp.	2,264.41	2,220.65	26.37	18.17	611.52	643.30
Undistributed Expenses	591.37	423.50	.....	.....	.....	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	2,254.35	1,057.10	277.16	109.20	959.77	717.31
Sinking Fund and Principal Payments on Debentures	*	1,143.81	*	111.47	*	190.28
Total Expenses	18,147.86	18,684.97	1,495.04	1,858.92	9,234.97	8,672.67
Gross Surplus	1,275.70	4,390.77	55.48	41.11	.....	2,542.99
Gross Loss	.....	.....	.....	.....	471.42	.....
Depreciation Charge	2,302.00	2,422.00	118.00	124.00	536.00	579.00
Net Surplus	.....	1,968.77	.....	.....	.....	1,963.99
Net Loss	1,026.30	.....	62.52	82.89	1,007.42	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

ST. LAWRENCE SYSTEM SUMMARY		RIDEAU SYSTEM						
		Carlton Place xb 3,430		Lanark a 256	Perth xb 3,630		Smith's Falls 6,665	
1920	1921	1920	1921	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
34,081.76	50,249.96	8,241.32	11,854.98	362.16	10,216.95	12,485.61	19,399.20	24,285.20
30,006.81	41,007.54	6,835.20	7,974.78	230.36	702.19	8,879.44	11,655.03	12,264.33
44,204.16	52,931.79	16,446.76	18,877.89	.....	13,538.26	15,297.72	18,676.17	22,766.84
7,417.72	8,682.34	1,340.30	1,653.39	.....	2,110.01	2,723.70	3,716.58	2,537.20
16,064.42	22,121.01	1,306.50	1,810.22	163.32	1,064.30	1,369.93	4,612.22	4,250.00
.....	54.25	.....	.....	.....	.....	.....	.....	.....
1,483.34	938.26	.....	402.97	.....	3,374.68	1,287.22	702.14	917.81
133,258.21	175,985.15	34,170.08	42,574.23	755.84	37,329.39	42,043.62	58,761.34	67,021.38
79,554.73	103,602.49	23,033.09	31,698.59	556.24	20,083.77	22,699.64	23,848.30	33,638.60
8,315.05	10,115.87	24.02	167.27	.....	1,170.00	.....	10,338.48	1,848.38
1,378.04	2,280.19	.....	.....	.....	752.37	395.33	1,107.58	226.74
8,300.26	10,343.67	2,142.17	1,943.15	26.70	389.51	462.45	2,613.15	1,903.71
32.71	257.69	58.95	179.55	.....	39.52	14.90	.....	.....
1,199.05	1,189.94	777.20	471.94	.....	30.68	466.43	389.47	835.84
.....	.....	.....	.....	.....	.....	.....	.....	.....
2,623.29	3,825.11	750.55	907.69	10.90	385.69	138.70	919.32	699.23
1,376.30	1,696.63	.....	.....	.....	.....	.....	.....	.....
892.40	1,037.36	520.54	637.92	.....	748.85	852.92	2,938.22	1,896.04
6,724.49	8,111.83	2,987.28	2,624.34	5.38	1,023.40	2,402.21	4,821.23	5,096.46
3,457.58	2,880.19	50.74	.....	.....	462.55	444.89	1,186.33	1,659.09
.....	.....	.....	.....	.....	.....	.....	.....	.....
22,145.76	14,636.29	3,908.96	3,631.71	65.47	7,885.69	5,480.79	14,586.20	11,068.16
*	12,673.88	*	568.49	.....	*	738.19	*	5,790.35
135,999.66	172,651.14	34,253.50	42,830.65	664.69	32,972.03	34,096.45	62,748.28	64,662.60
.....	3,334.01	.....	.....	91.15	4,357.36	7,947.17	.....	2,358.78
2,741.45	.....	83.42	256.42	.....	.....	.....	3,986.94	.....
7,121.00	8,526.00	1,891.00	2,231.00	.....	2,493.00	2,725.00	5,615.00	6,639.25
.....	.....	.....	.....	91.15	1,864.36	5,222.17	.....	.....
9,862.45	5,191.99	1,974.42	2,487.42	.....	.....	.....	9,601.94	4,280.47

* Included in "Interest" in 1920.
a Five months' operation.
xb Hydro and Water Departments under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

RIDEAU SYSTEM—Concluded			THUNDER BAY SYSTEM		OTTAWA SYSTEM	
Municipality	RIDEAU SYSTEM SYSTEM SUMMARY		Port Arthur xf		Ottawa	
Population			15,201		110,708	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c
Domestic Light	37,857.47	48,987.95	45,432.34	49,880.56	109,844.13	131,863.72
Commercial Light	25,515.42	29,348.91	32,165.55	31,067.82	62,833.70	67,251.51
Commercial Power	48,661.19	56,942.45	144,741.85	185,395.43	34,881.92	34,202.59
Municipal Power	7,166.89	6,914.29	33,787.47	34,500.97	26,799.34	29,131.15
Street Light	6,983.02	7,593.47	14,349.00	16,963.00	60,396.13	61,894.15
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	4,076.82	2,608.00	3,159.53	1,221.85	10,555.57	3,765.85
Total	130,260.81	152,395.07	273,635.74	319,029.63	305,310.79	328,108.97
EXPENSES						
Power Purchased	66,965.16	88,593.07	108,230.49	180,592.95	96,791.65	107,133.65
Sub-Station Operation	11,532.50	2,015.65	8,430.02	8,750.22	7,956.62	9,824.52
Sub-Station Maintenance	1,859.95	622.07	1,911.78	3,281.46	200.33	.....
Distribution System, Operation and Maintenance	5,144.83	4,336.01	8,345.35	22,514.61	19,477.18	17,095.18
Line Transformer Mainten'ce	98.47	194.45	742.72	410.86	888.00	1,516.78
Meter Maintenance	1,197.35	1,774.21	4,299.04	3,949.59	3,469.78	3,440.89
Consumers' Premises Exp	.....	.....	.....	9.21	.....	.....
Street Light Operation and Maintenance	2,055.56	1,756.52	1,598.86	4,310.46	25,060.34	26,199.07
Promotion of Business	.....	.....	1,071.62	1,558.68	7,250.02	7,922.13
Billing and Collecting	4,207.61	3,386.88	3,390.63	3,894.94	22,598.50	23,861.26
Gen. Office—Salaries and Exp.	8,831.91	10,128.39	12,398.71	8,820.58	15,862.29	15,002.41
Undistributed Expenses	1,699.62	2,103.98	3,322.66	8,349.11	8,618.89	9,196.40
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	26,380.85	20,246.13	44,358.21	22,752.60	41,927.74	30,503.28
Sinking Fund and Principal Payments on Debentures	*	7,097.03	*	16,914.05	*	14,621.44
Total Expenses	129,973.81	142,254.39	198,100.09	286,109.32	250,101.34	266,317.01
Gross Surplus	287.00	10,140.68	75,535.65	32,920.31	55,209.45	61,791.96
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	9,999.00	11,595.25	11,492.00	11,492.90	42,800.00	46,737.00
Net Surplus	.....	.....	64,043.65	21,428.31	12,409.45	15,054.96
Net Loss	9,712.00	1,454.57	.....	.....	.....	.....

* Included in "Interest" in 1920.
xf Hydro, Water, Telephone and Railway under one Commission

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

TRENT SYSTEM

Bloomfield 550		Havelock a 1,266	Kingston xc 22,368		Lakefield d 1,146		Marmora b 853	Norwood a 711
1920	1921	1921	1920	1921	1920	1921	1921	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,184.19	1,481.86	2,878.51	36,308.98	45,106.18	571.45	2,003.69	1,568.49	1,509.20
607.68	665.41	948.64	47,611.14	49,129.35	336.69	2,342.58	1,230.50	1,001.85
1,000.32	635.33	.....	34,811.19	39,525.13	1,328.30	3,134.24	61.56	27.18
.....	.....	.....	5,952.04	6,310.65	.....	.....	.....	.....
875.00	975.00	2,128.00	23,324.66	20,000.00	607.00	1,836.00	2,187.00	2,102.80
.....	.....	.....	.....	.....	.....	.....	.....	.....
15.93	.....	.....	3,493.75	449.22	27.99	.....	.....	.....
3,683.12	3,757.60	5,955.15	151,501.76	160,520.53	2,871.43	9,316.51	5,047.55	4,641.03
2,365.19	2,341.71	2,918.77	48,401.18	55,636.24	1,653.24	4,984.23	1,227.59	1,104.30
.....	.....	.....	11,776.80	12,262.24	.....	.....	.....	.....
.....	.....	.....	3,171.65	4,510.85	.....	.....	.....	.....
11.00	66.47	676.31	5,175.75	4,744.99	400.00	1,285.14	93.91	778.79
.....	.....	.....	1,918.89	1,395.41	.....	.....	.....	.....
.....	.....	.....	2,464.38	2,926.36	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
10.52	77.85	156.32	9,883.67	10,901.61	.....	31.63	38.90	81.83
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	3,644.74	3,778.83	.....	.....	.....	.....
249.01	215.15	70.18	6,052.83	7,639.47	116.84	185.52	362.85	136.84
.....	.....	.....	5,246.41	6,954.07	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
707.58	717.40	1,035.46	22,207.55	13,419.29	.....	1,942.78	1,181.17	579.24
*	200.69	785.63	*	8,828.78	.....	387.84	573.91	157.01
3,343.30	3,619.27	5,642.67	119,943.85	132,998.14	2,170.08	8,817.14	3,478.33	2,838.01
339.82	138.33	312.48	31,557.91	27,522.39	701.35	499.37	1,569.22	1,803.02
.....	.....	.....	.....	.....	.....	.....	.....	.....
367.00	386.00	.....	11,958.00	12,603.00	.....	901.00	.....	.....
.....	.....	312.48	19,599.91	14,919.39	701.35	.....	1,569.22	1,803.02
27.18	247.67	.....	.....	.....	.....	401.63	.....	.....

a Ten months' operation.
b Eleven months' operation.
d Four months' operation.
* Included in "Interest" in 1920.
xc Hydro and Gas under one Commission.

STATEMENT

Comparative Detailed Operating Reports of Electric Departments of

TRENT
SYSTEM—Concluded

Municipality / Population	Omemee xa 557		Peterboro xb 21,790		Picton xb 3,189	
Year	1920	1921	1920	1921	1920	1921
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic Light	999.89	1,213.80	51,291.38	59,506.10	9,915.08	11,840.43
Commercial Light	681.07	781.01	30,144.81	35,364.67	9,480.61	9,641.61
Commercial Power	248.29	2,081.00	51,072.38	76,195.98	5,148.99	8,042.96
Municipal Power	.....	.....	.....	.....	4,328.95	4,120.01
Street Light	893.74	847.18	14,388.98	15,132.95	3,936.00	3,971.68
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	119.02	257.65	5,090.36	62.21
Total	2,822.99	4,922.99	147,516.57	186,457.35	37,900.01	37,678.90
EXPENSES						
Power Purchased	1,241.10	2,044.94	63,440.16	106,360.28	17,779.92	14,126.15
Sub-Station Operation	.....	.....	2,279.61	2,456.68	.....	.....
Sub-Station Maintenance	.....	.....	131.05	168.16	.....	.....
Distribution System, Operation and Maintenance	165.01	209.93	18,058.03	15,904.48	1,527.28	1,758.10
Line Transformer Mainten'ce	.....	.....	1,481.66	1,316.86	.....	.....
Meter Maintenance	.....	.....	4,167.99	4,650.01	.....	.....
Consumers' Premises Exp	.....	.....	.....	.....	.....	.....
Street Light Operation and Maintenance	.35	13.99	3,587.22	3,871.36	223.25	165.73
Promotion of Business	.....	.....	.....	.....	.....	.....
Billing and Collecting	.....	.....	6,103.70	6,234.08	.....	.....
Gen. Office—Salaries and Exp	159.14	174.20	9,546.11	9,997.35	4,348.47	4,584.39
Undistributed Expenses	.....	.....	5,454.99	5,202.01	93.96	.....
Miscellaneous Expenses	.....	.....	.....	.....	.....	.....
Interest	1,092.18	791.63	15,207.96	12,362.69	894.44	149.85
Sinking Fund and Principal Payments on Debentures	*	377.86	*	3,922.63	.....	301.43
Total Expenses	2,657.78	3,612.55	129,458.48	172,446.59	24,867.32	21,085.65
Gross Surplus	165.21	1,310.44	18,058.09	14,010.76	13,032.69	16,593.25
Gross Loss	.....	.....	.....	.....	.....	.....
Depreciation Charge	455.00	529.00	9,177.00	10,419.00	653.00	955.00
Net Surplus	.....	781.44	8,881.09	3,591.76	12,379.69	15,638.25
Net Loss	289.79	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the years ending Dec. 31st, 1920 and 1921

Wellington xa 850		TRENT SYSTEM SUMMARY		ALL SYSTEMS GRAND TOTALS	
1920	1921	1920	1921	1920	1921
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,737.62	2,611.66	102,008.59	129,719.92	2,546,345.30	3,149,080.03
1,362.42	1,199.05	90,224.42	102,304.67	1,512,854.63	1,851,501.76
1,503.26	1,736.95	95,112.73	131,440.33	3,731,106.79	3,895,437.46
.....	.....	10,280.99	10,430.66	553,361.52	654,531.01
868.00	882.00	45,393.38	50,062.61	1,005,535.11	1,060,357.77
.....	.....	.....	.....	168,919.95	145,566.57
.....	.....	8,747.07	769.08	189,778.63	225,467.70
5,471.30	6,429.66	351,767.18	424,727.27	9,707,900.93	10,981,942.30
3,220.09	3,389.36	138,100.88	194,133.57	4,216,667.87	4,876,650.31
.....	.....	14,056.41	14,718.92	285,407.35	314,838.35
.....	.....	3,302.70	4,679.01	102,050.81	104,798.01
230.05	466.78	25,567.12	25,984.90	344,551.57	479,405.38
.....	.....	3,400.55	2,712.27	46,323.09	65,088.46
.....	.....	6,632.37	7,576.37	123,701.18	116,722.97
.....	.....	.....	.....	116,283.52	134,854.92
128.05	213.63	13,833.06	15,552.85	236,930.79	297,481.52
.....	.....	.....	.....	78,294.85	101,804.46
.....	.....	9,748.44	10,012.91	295,942.88	321,685.71
581.64	520.02	21,054.04	23,885.97	559,695.29	656,268.11
.....	.....	10,795.36	12,156.08	250,317.29	308,874.42
.....	.....	.....	.....	6,083.04	8,512.95
1,148.64	990.15	41,258.35	33,169.66	1,431,807.16	998,611.47
*	131.32	*	15,667.10	*	532,183.96
5,308.47	5,711.26	287,749.28	360,249.61	8,094,056.69	9,317,781.00
162.83	718.40	64,017.90	64,477.66	1,613,844.24	1,664,161.30
.....	.....	.....	.....	.....	.....
555.00	615.00	23,165.00	26,408.00	902,028.75	1,044,434.85
.....	103.40	40,852.90	38,069.66	711,815.49	619,726,45
392.17	.....	.....	.....	.....	.....

* Included in "Interest" in 1920.
xa Operated by Municipal Council.

STATEMENT "D"

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower and Average Cost per Horsepower per Year to Power Consumers.

Municipality	Year	Domestic Light							Commercial Light							Power				Total Number Consumers
		Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Acton—		$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
	1913	1,236.50	.....	82	.....	.....	.....	10	1,567.48	.....	62	.....	.....	.....	10	318.77	3	.....	.....	147
	1914	1,463.72	21,192	146	15	.....	6.9		1,496.18	19,878	58	28	2.08	7.5		836.13	5	.....	.....	209
	1915	1,931.11	29,079	183	15	.....	6.6		1,725.73	24,336	53	36	2.59	7.1		1,019.27	5	.....	.....	241
	1916	1,942.11	29,685	185	15	.....	6.5		1,592.62	35,227	60	52	2.35	4.5		1,565.53	7	.....	.....	252
	1917	2,016.13	34,268	200	15	84	5.9		1,600.56	38,244	65	49	2.05	4.2		4,116.69	9	157	26.22	274
	1918	2,154.00	41,593	219	16	85	5.2		1,360.35	32,897	61	43	1.80	4.1		5,166.36	9	170	30.39	289
	1919	2,628.12	44,352	235	16	93	5.9		1,613.56	39,807	65	51	2.07	4.1		5,329.46	10	199	26.78	310
	1920	3,115.26	76,922	260	25	1.00	4.0		1,672.82	40,272	71	47	1.96	4.2		5,230.46	10	200	26.15	341
	1921	3,650.48	100,205	301	28	1.01	3.6		2,012.27	56,732	69	68	2.34	3.5		5,558.31	14	216	25.85	384
Ailsa Craig—																				
	1916	579.57	6,270	51	.....	.....	9.2	None	213.46	1,910	11	.....	.....	11.2	None	15.57	1	.....	.....	63
	1917	776.93	7,584	55	12	1.22	10.2		255.84	932	19	.....	.....	11.2		1,591.95	4	40	39.80	78
	1918	820.95	9,176	58	13	1.22	8.9		299.58	3,432	24	13	1.49	8.7		4,003.23	3	87	46.01	85
	1919	1,087.47	12,991	71	15	1.28	8.4		496.94	3,578	27	11	1.53	13.1		3,786.31	1	93	31.03	99
	1920	1,292.33	14,654	78	16	1.38	8.8		630.19	6,627	30	18	1.75	9.5		5,400.16	3	141	38.30	111
	1921	1,402.73	20,369	95	18	1.23	6.9		722.21	7,553	32	20	1.88	9.6		5,297.07	3	124	42.71	130
Alliston—																				
	1918	1,160.23	.....	191	.....	.....	.....	12	713.95	.....	81	.....	.....	.....	12	437.43	4	.....	.....	276
	1919	3,084.19	48,870	213	19	1.21	6.3		1,897.62	38,340	88	36	1.80	4.9		2,049.08	8	72	28.46	309
	1920	4,255.43	62,461	243	21	1.46	6.8		3,055.99	51,527	88	49	2.89	6.0		4,924.33	14	166	29.66	345
	1921	5,253.63	75,424	262	24	1.67	7.0		3,375.50	45,691	88	43	3.20	7.4		3,567.19	15	149	23.94	365

Arthur—																			
1917	854.24	9,307	60	13	1.19	9.1	10+25	922.38	9,585	51	17	1.51	9.6	10+25	177.21	2	20	.....	113
1918	1,065.52	12,457	69	15	1.05	8.5		940.54	9,855	58	14	1.35	9.5		3,285.56	4	80	41.06	131
1919	1,393.50	16,840	84	17	1.38	8.3		1,499.36	16,210	64	21	1.95	9.2		5,103.85	6	130	39.25	154
1920	1,949.56	23,412	95	20	1.81	8.3		1,898.65	19,967	62	25	2.38	9.5		4,948.55	6	126	39.27	163
1921	2,368.81	25,582	101	21	1.95	9.2		2,699.10	21,203	71	25	3.17	12.7		5,013.98	5	122	41.10	177
Ancaster—																			
1920	6,201.70	116,305	363	27	1.42	5.3	None	646.09	12,257	34	30	1.58	5.3	None	144.17	3	12	12.00	400
1921	7,406.62	153,519	422	30	1.38	4.7		891.37	18,556	34	45	2.19	4.8		130.13	3	15	.....	459
Aylmer—																			
1918	2,569.66	.....	392	.....	.....	.....	10+10	1,986.69	.....	112	.....	.....	.....	10+10	799.21	5	.....	.....	509
1919	5,391.99	84,789	347	20	1.30	6.4		4,886.86	77,168	118	55	3.38	6.3		3,318.98	5	104	31.91	470
1920	6,553.82	90,129	379	20	1.44	7.3		5,831.46	77,650	109	59	4.46	7.5		3,192.47	7	146	21.86	495
1921	7,358.00	96,078	416	19	1.47	7.6		6,238.14	78,003	108	61	4.81	8.0		3,834.16	10	171	22.42	534
Ayr—																			
1915	892.63	16,031	79	.....	.....	5.5		773.08	9,477	35	.....	.....	8.1		348.78	1	.....	.....	115
1916	1,084.46	12,314	83	13	1.12	8.8	12.5+	804.00	12,960	48	26	1.61	6.2	12.5+	393.39	2	.....	.....	133
1917	1,124.21	14,228	92	14	1.08	7.9	25	857.27	12,441	48	23	1.50	6.9	25	966.44	2	32	30.20	142
1918	1,178.84	14,666	94	13	1.05	8.0		806.01	10,134	49	17	1.37	7.9		1,033.02	2	41	25.19	145
1919	1,461.64	18,926	103	15	1.19	7.7		1,118.50	14,474	47	27	1.99	7.8		1,015.08	3	41	24.76	153
1920	1,762.84	21,747	105	17	1.40	8.1		1,421.75	18,329	43	35	2.75	7.8		2,251.84	6	70	32.17	154
1921	1,862.55	27,255	115	20	1.35	6.8		1,319.32	15,200	42	30	2.62	8.7		2,546.21	5	86	29.60	162
Baden—																			
1913	884.11	.....	75	.....	.....	.....	None	*	.....	*	.....	.....	.....	None	2,242.77	4	.....	.....	79
1914	1,247.81	6,920	82	7	75	10.0		*	5,547	*	7	75	10.0		4,580.23	4	.....	.....	86
1915	938.33	12,729	72	13	98	7.4		*	.....	*	13	98	7.4		4,588.87	4	.....	.....	76
1916	808.21	8,824	84	16	86	5.5		*	5,772	*	16	86	5.5		5,059.33	5	.....	.....	89
1917	842.09	10,066	58	12	98	8.4		*	5,827	23	12	98	8.4		5,243.91	5	175	29.96	86
1918	975.04	16,543	60	23	98	4.3		.....	5,865	23	21	98	4.3		5,202.04	4	185	28.11	87
1919	1,097.74	15,917	68	20	97	4.7		.....	7,372	26	25	97	4.7		5,669.93	5	211	26.87	99
1920	1,338.03	18,212	73	.....	.....	.....		.....	10,089	28	.....	.....	.....		5,747.18	6	222	25.89	107
1921	958.06	25,280	78	27	102	3.8		456.15	10,390	24	36	1.60	4.4		5,967.22	6	230	25.94	108
Barrie—																			
1913	10,071.55	.....	563	.....	.....	.....	9	9,252.70	.....	200	.....	3.85	.....	9	3,390.29	13	.....	.....	776
1914	11,149.49	152,095	651	20	1.54	7.3		9,464.64	138,948	200	58	3.93	6.8		3,712.24	13	.....	.....	864
1915	11,087.68	147,307	843	18	1.24	7.1		9,572.91	177,000	252	65	3.50	5.4		4,567.76	14	.....	.....	1,109
1916	11,907.10	204,420	896	20	1.14	5.8		10,635.67	189,409	257	63	3.50	5.6		6,918.33	18	.....	.....	1,171
1917	11,232.68	242,297	942	22	1.02	4.6		8,750.24	185,095	253	61	2.86	4.8		7,978.72	19	310	25.74	1,214
1918	12,456.76	278,882	956	24	1.08	4.4		7,365.45	178,954	258	58	2.40	4.1		9,296.34	20	340	27.34	1,234
1919	12,395.37	345,723	1,079	23	96	4.2		7,245.39	283,758	268	88	2.25	2.5		12,077.45	22	432	27.96	1,369
1920	14,459.88	534,517	1,279	35	94	2.7		7,245.01	315,778	280	94	2.16	2.3		11,398.66	23	439	25.96	1,582
1921	16,926.24	732,748	1,349	45	1.05	2.3		8,227.70	389,055	267	121	2.57	2.1		10,595.15	27	485	21.85	1,643

* Domestic and Commercial Light Revenue not divided.

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Beachville—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1913	562.97	.....	45	.....	.....	.....	None	*	.....	*	.....	.....	.....	None	5,993.81	4	.....	.....	49
1914	587.33	4,422	45	.....	.....	7.9		*	2,988	*	.....	.....	7.9		5,368.04	4	.....	.....	49
1915	363.33	5,356	37	11	74	6.8		296.37	4,847	12	34	2.05	6.1		5,593.15	4	.....	.....	53
1916	400.81	5,891	42	13	84	6.8		263.62	3,872	12	27	1.83	6.8		5,393.02	3	.....	.....	57
1917	419.11	6,317	44	12	79	6.6		286.14	5,597	12	39	1.99	5.1		6,354.25	3	428	14.85	59
1918	441.44	6,448	47	11	79	6.8		267.81	6,117	13	42	1.86	4.3		7,684.75	3	303	25.36	63
1919	467.51	8,721	53	14	74	5.4		421.38	8,366	13	54	2.70	5.0		7,174.94	3	.....	.....	69
1920	788.33	12,838	69	15	95	6.1		375.22	9,006	19	39	1.65	4.2		8,631.75	3	350	24.66	91
1921	786.32	11,404	71	13	92	6.9		433.10	9,219	23	33	1.57	4.7		7,992.11	3	336	23.79	97
Beaverton—																			
1915	1,484.62	.....	131	.....	.....	.....		1,149.67	.....	56	.....	.....	.....		456.74	5	.....	.....	192
1916	1,417.39	20,685	131	13	90	6.9	Flat	1,065.23	17,594	60	25	1.53	6.1	Flat	383.45	6	.....	.....	197
1917	1,482.00	20,945	148	13	89	7.1		1,041.84	18,162	51	28	1.58	5.7		650.02	7	36	18.06	206
1918	2,109.23	27,754	127	17	1.28	7.6		1,167.92	22,897	52	37	1.87	5.1		1,235.93	8	60	20.59	187
1919	2,818.75	39,920	142	23	1.65	7.1		1,318.27	36,495	53	57	2.07	3.6		1,608.86	8	69	23.32	203
1920	3,472.74	59,573	151	33	1.91	5.8		1,723.15	37,272	52	60	2.76	4.6		3,332.06	11	97	34.35	214
1921	3,908.27	53,580	159	28	2.05	7.3		2,155.25	38,316	55	58	3.27	5.6		3,790.32	13	125	30.32	227
Beeton—																			
1918	268.41	.....	62	.....	.....	.....	11+15	144.29	.....	18	.....	.....	.....	11+15	905.60	2	.....	.....	82
1919	904.40	10,114	66	13	1.14	8.9		738.36	7,926	25	26	2.46	9.4		3,336.77	1	86	38.80	92
1920	1,284.55	13,050	76	14	1.41	9.8		906.28	10,137	28	30	2.70	8.9		3,740.12	2	86	43.49	106
1921	1,753.33	18,121	79	19	1.85	9.7		1,242.18	13,595	30	38	3.45	9.1		4,507.27	2	93	48.47	111

Blenheim—																			
1917	2,256.70	30,314	212	12	89	7.4	10	2,113.67	28,786	84	29	2.09	7.3	10	47.40	3	.....	.....	299
1918	2,281.49	29,136	216	11	88	7.8		1,843.63	21,546	76	22	1.92	8.5		1,578.42	10	81	19.48	302
1919	2,998.75	45,345	259	15	97	6.6		2,541.02	46,942	85	46	2.49	5.4		3,178.87	9	135	23.55	353
1920	3,519.19	70,262	308	19	95	5.0		2,956.41	60,862	91	56	2.71	4.8		3,237.99	11	142	22.80	410
1921	4,396.96	69,897	359	16	1.02	6.3		3,638.77	69,641	93	62	3.25	5.2		3,832.93	11	150	25.55	463
Bloomfield—																			
1920	1,184.19	12,063	76	13	1.30	9.8	None	607.68	6,283	15	35	3.38	9.7	None	1,000.32	4	36	27.79	95
1921	1,481.86	16,381	78	17	1.58	9.1		665.41	6,114	16	32	3.48	10.9		635.83	3	24	26.49	97
Bolton—																			
1915	624.86	6,563	59	.....	.....	9.5		553.80	7,298	42	.....	.....	7.6		313.74	3	.....	.....	104
1916	926.86	9,322	70	12	1.20	9.9	10+25	882.26	13,081	36	28	1.88	6.7	10+25	3,947.32	4	.....	.....	110
1917	1,191.92	12,829	78	13	1.27	9.3		698.70	12,534	44	26	1.46	5.6		2,856.39	5	117	24.41	127
1918	1,262.21	12,072	80	12	1.33	10.0		791.76	12,997	44	24	1.49	6.1		3,882.39	5	110	35.25	129
1919	1,285.93	16,710	90	16	1.19	7.5		874.67	14,154	42	28	1.73	6.2		2,812.67	7	101	28.84	139
1920	1,450.23	19,690	97	17	1.24	7.4		1,380.69	18,262	43	31	2.34	7.6		4,060.05	9	143	28.39	149
1921	1,963.73	26,630	118	19	1.39	7.4		1,593.76	17,686	38	39	3.50	9.0		3,473.82	10	144	24.12	166
Bothwell—																			
1915	230.61	.....	68	.....	.....	.....	Flat	191.21	.....	32	.....	.....	.....		.....	.....	.....	.....	100
1916	928.16	8,662	78	10	1.03	10.7		768.57	8,613	52	17	1.46	8.9	Flat	.....	.....	.....	.....	130
1917	1,085.92	9,890	86	10	1.05	10.9		825.43	8,877	45	16	1.53	9.3		1,500.00	2	.....	.....	133
1918	1,107.02	11,101	89	10	1.05	9.9		740.20	8,254	51	14	1.28	8.9		2,688.09	7	58	46.34	147
1919	1,359.99	15,415	94	14	1.21	8.8		1,015.60	15,262	53	24	1.60	6.7		6,291.48	10	128	49.15	157
1920	1,706.75	16,911	112	13	1.27	10.0		1,306.66	14,787	53	23	2.05	9.1		223.65	4	33	.....	169
1921	2,040.83	22,356	123	15	1.38	9.1		1,532.34	18,996	57	28	2.24	8.1		973.33	7	45	21.62	187
Bradford—																			
1919	759.12	.....	60	.....	.....	.....	None	869.68	.....	40	.....	.....	.....	None	.....	.....	.....	.....	109
1920	1,727.98	105,352	89	10	1.62	16.0		1,350.90	17,940	47	32	2.39	7.5		428.61	2	16	26.79	138
1921	2,522.99	33,218	104	27	2.02	7.6		1,822.52	20,656	44	39	3.45	8.8		1,310.02	2	43	30.46	150
Brampton—																			
1912	3,004.66	.....	409	.....	.....	.....	9+15	2,893.74	.....	104	.....	.....	.....	9+15	3,531.34	12	.....	.....	525
1913	5,617.61	.....	643	.....	.....	.....		3,986.65	.....	138	.....	.....	.....		10,557.72	16	.....	.....	797
1914	6,798.89	142,178	627	18	89	4.9		4,055.99	101,751	174	55	2.17	4.0		10,658.33	21	.....	.....	822
1915	6,860.48	159,435	691	20	86	4.3		4,053.56	116,717	174	56	1.94	3.5		11,624.83	21	.....	.....	88
1916	6,660.66	165,435	722	20	79	4.0		4,013.51	153,542	175	73	1.92	2.6		12,922.72	24	.....	.....	921
1917	7,369.15	244,218	771	27	82	3.0		4,185.97	164,055	162	81	2.09	2.6		18,107.41	27	837	21.65	960
1918	7,942.88	272,601	807	28	83	2.9		4,228.03	171,836	153	91	2.24	2.4		19,161.03	30	712	26.91	990
1919	8,818.83	328,391	846	32	85	2.7		4,503.94	205,838	180	95	2.09	2.2		14,403.89	32	765	18.83	1,058
1920	9,746.87	416,246	896	39	91	2.3		5,246.44	254,418	182	116	2.40	2.1		14,628.02	35	813	17.99	1,113
1921	12,186.84	544,838	964	47	1.05	2.2		5,659.49	279,256	189	123	2.50	2.0		13,311.10	35	829	16.06	1,188

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Brantford—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1914	7,103.77	148,427	1,184	.....	.....	4.8	8+13	5,392.87	166,469	300	.....	.....	3.6	8+13	647.69	11	.....	.....	1,495
1915	13,629.36	319,439	1,615	19	82	4.3		10,746.67	347,349	321	94	2.89	3.1		12,901.29	18	.....	.....	1,954
1916	17,504.44	468,324	2,056	21	79	3.7		10,530.19	419,933	334	107	2.68	2.5		24,213.00	26	.....	.....	2,316
1917	20,881.94	691,572	2,559	25	75	3.0		10,502.19	655,993	363	157	2.51	1.6		48,639.07	37	2,466	19.72	2,959
1918	26,060.42	1,162,002	2,936	35	79	2.2		9,861.64	568,537	361	130	2.27	1.7		54,748.03	40	2,798	19.56	3,337
1919	34,615.20	1,280,629	3,530	30	82	2.7		10,632.25	660,518	397	139	2.34	1.6		51,469.32	46	2,601	19.79	3,973
1920	44,754.95	2,630,164	3,938	56	95	1.6		10,398.10	945,417	434	165	2.00	1.2		70,609.16	58	3,592	19.65	4,430
1921	59,931.17	3,390,735	4,458	63	1.12	1.8		12,373.68	901,817	530	143	1.95	1.4		79,347.30	80	4,057	19.56	5,068
Bradford Twp.—																			
1918	440.72	.....	250	.....	.....	.....	None	.....	.....	.....	.....	.....	.....	None	.....	.....	.....	.....	250
1919	5,325.01	131,271	548	20	81	4.1		611.75	16,122	26	52	1.96	3.8		2,950.19	4	101	29.21	578
1920	6,277.87	146,541	391	31	1.34	4.3		670.44	17,434	22	66	2.54	3.8		4,226.65	4	165	25.62	417
1921	7,725.17	188,774	515	31	1.24	4.1		1,171.09	30,779	32	80	3.05	3.8		5,094.81	4	190	26.81	551
Brigden—																			
1918	413.29	.....	41	.....	.....	.....	15	760.17	.....	37	.....	.....	.....	15	710.37	2	.....	.....	80
1919	625.14	6,817	47	12	1.11	9.2		1,080.00	11,433	36	27	2.50	9.5		3,289.96	3	79	41.64	86
1920	862.91	9,081	57	13	1.26	9.5		1,384.25	14,863	35	35	3.30	9.3		4,868.57	3	109	44.67	95
1921	1,174.28	12,900	71	15	1.38	9.1		1,276.89	16,937	38	37	2.80	7.5		4,115.94	3	116	35.48	112
Brechin—																			
1915	148.83	.....	13	.....	.....	.....	None	407.78	.....	14	.....	.....	.....	None	1,007.59	1	.....	.....	28
1916	172.42	1,836	16	11	1.02	9.4		404.70	5,370	20	28	2.00	7.5		1,153.32	1	.....	.....	37
1917	194.03	2,131	19	10	90	9.1		528.24	7,364	20	31	2.20	7.1		1,285.50	2	32	40.17	41
1918	277.18	2,631	22	10	1.12	10.5		552.35	8,177	24	30	2.09	6.7		1,555.32	2	35	44.43	48
1919	422.33	5,382	25	18	1.41	7.8		559.35	9,036	25	30	1.86	6.2		2,157.29	3	58	37.20	53
1920	596.76	7,484	24	26	2.07	8.0		707.93	8,909	21	35	2.81	7.9		1,646.15	2	60	27.44	47
1921	650.85	8,317	28	25	1.94	7.8		1,029.78	8,094	22	31	3.90	12.7		2,036.27	3	62	32.84	53

Brockville—																			
1916	12,897.12	144,913	965	.....	.....	9.0	9	21,994.02	253,153	312	.....	.....	8.7	9	15,828.62	31	.....	.....	1,308
1917	14,507.95	152,066	1,018	13	1.22	9.5		22,907.56	246,940	378	59	5.54	9.3		30,744.84	49	631	48.72	1,445
1918	15,731.23	162,902	1,146	12	1.21	9.6		23,465.06	250,375	353	57	5.35	9.3		49,647.73	47	.....	.....	1,546
1919	18,510.68	234,923	1,339	15	1.15	7.9		22,816.26	310,515	370	70	5.14	7.3		37,013.69	56	902	41.04	1,765
1920	20,943.36	324,733	1,396	20	1.25	6.4		20,382.61	368,790	344	89	4.94	5.6		38,572.72	59	1,113	34.66	1,799
1921	27,780.61	382,226	1,542	21	1.50	7.3		24,960.63	399,529	350	95	5.94	6.2		43,864.40	65	1,210	36.25	1,957
Burford—																			
1916	577.69	9,005	64	.....	.....	6.4	Flat	380.44	7,569	30	.....	.....	5.0	Flat	519.72	1	.....	.....	15
1917	834.73	11,519	79	13	98	7.2		837.51	13,262	34	2.18	6.3	34		549.31	1	25	21.98	914
1918	1,089.73	15,489	81	16	1.13	7.0		922.16	13,700	27	38	2.56	6.7		434.05	1	25	17.36	109
1919	1,330.31	18,769	100	17	1.10	7.0		1,064.23	17,680	32	46	2.77	6.0		543.25	1	25	21.73	133
1920	2,023.41	.....	115	.....	1.56	.....		1,194.81	.....	34	.....	3.02	.....		279.34	1	7	40.00	150
1921	2,817.52	31,375	127	21	1.84	8.9		1,673.49	18,555	37	42	3.77	9.0		132.50	2	4	33.12	166
Burgessville—																			
1917	359.41	5,299	29	.....	.....	.....	None	115.15	1,506	9	.....	.....	.....	None	815.36	1	88	.....	39
1918	379.94	4,025	32	11	1.01	9.4		102.66	1,321	10	12	95	7.7		875.67	1	30	29.18	43
1919	423.05	5,623	37	13	95	7.5		127.43	1,375	10	11	1.06	9.3		643.88	1	28	22.99	48
1920	593.18	8,102	45	15	1.10	7.3		147.91	1,955	10	16	1.23	7.6		688.75	1	30	22.99	56
1921	756.62	8,281	44	16	1.43	9.1		288.50	2,615	12	18	2.00	11.0		821.31	1	30	27.38	57
Caledonia—																			
1913	404.60	.....	17	.....	.....	.....	None	*	.....	16	.....	.....	.....		470.34	1	.....	.....	34
1914	880.54	.....	21	.....	.....	.....		*	.....	32	.....	.....	.....	None	188.54	1	.....	.....	54
1915	265.62	4,618	24	16	98	5.4		950.38	18,325	33	47	2.44	5.4		138.42	1	.....	.....	58
1916	263.39	4,800	27	16	86	5.5		777.38	20,000	37	47	1.85	4.0		519.82	3	.....	.....	67
1917	283.63	5,500	33	13	79	5.2		786.20	22,800	38	50	1.72	3.4		777.85	4	48	16.21	.....
1918	354.98	7,256	40	16	82	4.8		807.14	19,464	42	42	1.68	4.1		922.18	4	33	27.94	86
1919	453.53	9,106	44	17	86	5.0		907.76	24,929	45	46	1.68	3.7		733.31	8	40	18.33	97
1920	671.96	19,407	60	28	93	3.4		1,155.64	44,932	49	76	1.97	2.6		989.23	9	71	14.00	118
1921	994.76	20,634	76	23	1.09	4.8		1,584.02	61,357	55	93	2.40	2.6		1,139.37	7	72	15.82	138
Cannington—																			
1915	1,599.40	.....	135	.....	.....	.....		1,120.04	.....	65	.....	.....	.....		464.26	6	.....	.....	206
1916	1,720.25	25,049	150	15	1.00	6.9	12.5	973.63	13,808	73	17	1.17	7.1	12.5	462.47	7	.....	.....	230
1917	2,040.39	29,390	137	17	1.19	6.9		936.22	19,722	70	23	1.10	4.7		495.80	7	45	11.02	214
1918	2,264.80	40,160	143	24	1.34	5.6		917.90	16,741	64	20	1.14	5.4		726.87	9	48	15.14	216
1919	2,656.21	53,287	162	27	1.37	5.0		1,437.51	24,496	63	33	1.90	5.9		786.09	9	64	12.28	234
1920	3,713.43	73,365	176	35	1.76	5.1		2,042.35	24,518	68	30	2.34	8.3		1,132.55	10	70	16.18	254
1921	4,384.72	61,107	182	28	2.01	7.2		2,398.50	328.01	70	39	2.85	7.3		1,207.13	11	69	17.49	263
Carleton Place—																			
1920	8,241.32	210,676	636	28	1.08	3.9	6	6,835.20	229,583	144	133	3.95	3.0	6	17,787.06	18	647	27.49	798
1921	11,854.98	296,188	664	37	1.49	4.0		7,974.78	193,141	150	107	4.43	4.1		20,531.28	13	709	28.96	827

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Chesley—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1917	2,122.78	25,792	185	12	95	8.2	Flat	1,971.03	30,058	81	31	.....	.....	Flat	1,725.38	10	64	26.96	276
1918	2,348.43	32,368	202	14	1.01	7.2		2,071.77	37,126	78	39	2.17	5.5		2,846.85	13	104	27.37	293
1919	2,975.29	46,212	226	17	1.10	6.4		2,679.48	46,369	81	48	2.76	5.8		4,642.70	15	169	27.47	322
1920	4,000.52	68,967	259	22	1.29	5.8		2,943.77	50,415	83	51	2.96	5.8		7,364.09	15	207	35.58	357
1921	5,352.03	84,811	269	26	1.66	6.3		3,523.13	499.37	90	46	3.26	7.0		7,717.82	14	215	35.89	373
Chatham—																			
1915	5,581.54	110,552	949	.....	.....	5.5	8425	2,806.81	81,805	180	.....	.....	3.4	8425	449.70	7	.....	.....	1,136
1916	10,155.37	176,508	1,171	14	80	5.8		7,427.36	174,204	215	81	3.48	4.3		3,766.37	25	.....	.....	1,401
1917	13,245.86	257,773	1,261	18	91	5.1		10,633.12	249,739	271	86	3.65	4.3		16,573.93	46	654	25.34	1,578
1918	14,124.28	371,827	1,309	24	91	3.8		12,102.91	381,388	265	118	3.76	3.1		35,750.36	35	1,269	28.17	1,609
1919	16,019.69	474,303	1,432	28	93	3.4		12,994.41	434,425	280	129	3.87	3.0		38,069.64	38	1,371	27.77	1,750
1920	43,039.25	1,175,474	3,360	29	1.07	3.7		27,592.06	801,594	572	115	4.02	3.4		62,829.08	87	2,316	33.78	4,019
1921	48,442.47	1,524,750	3,442	37	1.17	3.2		31,165.17	945,133	636	122	4.08	3.3		72,338.56	130	2,957	24.46	4,208
Chatsworth—																			
1917	379.96	4,256	37	10	87	8.9	None	253.75	3,980	23	14	92	6.4	None	.....	.....	.....	.....	60
1918	445.83	5,409	41	11	95	8.2		259.74	3,542	24	13	92	7.3		726.12	1	30	24.20	66
1919	601.96	.....	46	.....	1.09	.....		288.85	5,594	20	23	1.20	5.2		622.58	1	23	27.05	67
1920	724.34	9,279	50	15	1.21	7.8		579.22	7,959	28	24	1.72	7.3		298.26	1	30	.....	79
1921	985.81	10,999	52	18	1.58	9.0		786.28	8,386	27	26	2.43	9.4		619.31	1	30	20.64	80
Chesterville—																			
1914	530.13	7,672	68	.....	.....	6.9	None	791.67	10,176	35	.....	.....	7.7	None	.....	.....	.....	.....	103
1915	919.27	12,663	85	14	1.00	7.2		1,187.54	12,104	49	21	2.06	9.8		.....	.....	.....	.....	134
1916	1,490.99	15,779	89	17	1.43	9.4		1,240.56	15,179	47	26	2.12	8.2		177.55	1	.....	.....	137
1917	1,505.16	18,395	87	17	1.42	8.2		1,226.80	15,360	45	28	2.18	7.9		2,134.49	2	53	40.27	134
1918	1,485.76	21,485	96	19	1.35	6.9		2,025.36	32,975	48	59	3.63	6.1		3,520.13	2	95	37.05	146
1919	1,815.29	40,414	115	28	1.31	4.7		2,501.13	46,706	39	98	5.34	5.4		3,984.91	2	124	32.13	156
1920	2,618.21	39,488	126	26	1.73	6.6		3,085.60	47,642	47	84	5.47	6.5		6,955.75	2	186	37.40	175
1921	3,559.07	45,564	143	27	2.07	7.8		2,923.10	.....	56	.....	4.35	.....		6,133.40	3	183	.....	202

Chippawa—																				
1920	2,078.72	39,243	116	40	2.14	5.3	None	269.76	.....	23	.....	1.40	.....	None	.....	.....	.....	.....	139
1921	2,932.89	70,746	144	41	1.70	4.1		723.18	11,910	26	38	2.32	6.1		.....	.....	.....	.....	170
Clinton—																				
1914	2,023.70	21,466	179	.....	.....	9.4	10+25	2,028.08	24,696	111	.....	.....	8.2	10+ 25	1,255.33	7	.....	.....	297
1915	2,930.57	36,598	204	16	1.28	8.2		3,068.63	40,234	110	20	2.31	7.6		2,018.24	6	.....	.....	320
1916	3,161.29	41,986	211	17	1.27	7.5		3,064.37	41,205	112	31	2.30	7.4		2,498.64	7	.....	.....	330
1917	3,220.73	40,965	246	15	1.19	7.9		2,654.30	34,471	115	25	1.92	7.7		2,348.15	7	74	31.73	368
1918	3,536.08	60,774	258	20	1.16	5.8		2,311.42	40,289	121	28	1.63	5.7		3,655.01	10	114	32.06	389
1919	4,447.04	78,737	276	24	1.34	5.6		3,044.93	54,665	124	37	2.05	5.5		4,589.74	11	142	32.32	411
1920	5,013.77	105,302	332	26	1.26	4.8		3,586.69	65,248	140	39	2.13	5.5		4,652.31	11	144	32.31	483
1921	6,045.27	120,135	361	28	1.40	5.0		4,064.94	71,139	130	46	2.61	5.7		3,957.98	11	142	27.87	502
Coldwater—																				
1913	405.43	.....	48	.....	.....	.....	None	330.25	.....	132	.....	.....	.....	None	247.19	1	.....	.....	81
1914	853.56	12,466	62	19	1.30	6.8		589.85	10,382	39	24	1.40	5.7		617.26	2	.....	.....	103
1915	874.94	16,706	66	21	1.15	5.3		703.35	13,686	37	31	1.54	5.1		363.88	2	.....	.....	105
1916	977.62	16,599	70	20	1.20	5.9		848.82	16,644	39	36	1.85	5.1		247.91	2	.....	.....	111
1917	984.41	22,186	75	25	1.09	4.4		640.85	15,939	39	34	1.37	4.0		182.39	1	20	.....	115
1918	1,078.94	18,058	79	19	1.16	5.9		687.48	12,857	38	28	1.48	5.3		531.90	2	33	16.12	119
1919	1,134.84	21,530	131	14	72	5.2		680.02	14,697	43	29	1.32	4.5		1,064.00	3	71	14.99	177
1920	1,415.14	28,034	87	27	1.36	5.0		1,054.87	21,905	47	39	1.87	4.8		1,548.42	4	85	18.22	138
1921	1,705.16	28,927	87	28	1.63	5.9		1,306.92	19,726	47	35	2.32	6.6		2,079.61	4	102	20.39	138
Collingwood—																				
1913	7,013.66	83,406	477	.....	.....	8.4	11+ 10	9,362.17	108,676	220	.....	.....	8.4	11+ 10	896.72	18	.....	.....	715
1914	7,857.86	103,598	554	16	1.27	7.6		7,555.54	123,276	232	46	2.78	6.1		5,165.39	21	.....	.....	807
1915	7,094.27	118,336	622	17	1.00	6.0		5,688.26	116,583	233	42	2.04	4.9		9,527.70	26	.....	.....	881
1916	8,320.44	162,464	714	20	1.04	5.1		6,213.86	163,956	243	58	2.18	3.8		23,152.41	33	.....	.....	989
1917	8,734.98	243,070	835	26	94	3.6		5,398.59	189,485	236	66	1.99	2.8		38,989.24	41	1,558	25.04	1,112
1918	11,145.94	257,082	919	24	1.05	4.3		6,287.25	226,399	234	80	2.23	2.7		53,323.26	49	2,149	24.77	1,202
1919	11,510.41	431,071	1,007	37	95	2.7		6,080.21	272,538	235	97	2.17	2.2		32,037.22	50	1,498	21.39	1,292
1920	13,999.34	523,185	1,077	40	1.08	2.7		7,121.77	305,119	242	105	2.45	2.3		26,092.24	52	1,654	15.78	1,371
1921	16,194.56	626,471	1,138	43	1.19	2.7		8,511.75	310,447	246	105	2.88	2.7		18,710.63	53	853	21.94	437
Comber—																				
1915	214.87	3,181	33	.....	.....	6.8	None	274.49	3,497	33	.....	.....	7.8	None	.....	.....	.....	.....	66
1916	538.57	5,894	37	14	1.32	9.1		678.58	6,729	37	15	1.50	10.1		.....	.....	.....	.....	74
1917	541.45	6,542	39	14	1.19	8.3		689.59	7,245	36	17	1.60	9.5		.....	.....	.....	.....	75
1918	585.12	6,613	41	14	1.22	8.6		625.91	6,108	35	14	1.47	10.2		.....	.....	.....	.....	76
1919	740.75	8,609	48	15	1.29	8.6		865.75	9,253	40	19	1.80	9.4		.....	.....	.....	.....	88
1920	958.81	12,974	62	20	1.45	7.4		1,106.74	11,542	40	24	2.30	9.5		4,824.67	2	78	61.85	101
1921	1,275.54	15,852	68	20	1.65	8.0		1,289.89	18,024	40	38	2.69	7.1		5,294.15	2	92	57.54	110

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Cookstown—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1918	259.56	.....	42	.....	.....	.....	None	82.15	.....	12	.....	.....	.....	None	754.50	1	.....	.....	55
1919	806.46	12,488	61	17	1.10	6.5		263.18	4,069	19	18	1.15	6.4		1,335.27	1	40	33.38	81
1920	1,388.97	18,047	71	21	1.63	7.7		468.63	5,809	21	23	1.86	8.1		1,669.48	1	40	41.74	93
1921	1,797.47	20,562	76	23	1.96	8.7		705.24	8,093	23	28	2.39	8.7		1,890.50	2	41	46.10	101
Creemore—																			
1915	699.81	6,399	78	.....	.....	10.9	Flat	937.84	7,653	59	.....	.....	12.2	Flat	939.20	1	.....	.....	138
1916	922.41	9,678	78	14	1.00	7.2		1,041.90	18,745	44	15	1.72	11.9		1,151.96	2	.....	.....	132
1917	973.25	9,257	69	11	1.11	10.5		1,124.74	11,105	55	19	1.91	10.1		1,210.57	3	54	22.42	127
1918	1,070.46	10,159	88	10	1.13	10.4		1,098.57	10,328	51	16	1.72	10.6		1,357.87	3	54	25.14	142
1919	1,229.29	10,812	93	10	1.11	11.1		1,302.94	12,642	53	20	2.05	10.4		1,392.15	5	62	22.45	151
1920	1,448.31	15,168	130	10	93	9.3		1,413.24	14,558	52	23	2.26	9.7		1,516.26	6	68	22.30	188
1921	1,808.03	.....	111	.....	1.36	.....		1,683.94	19,383	55	29	2.39	8.7		1,422.65	6	69	20.62	172
Dashwood—																			
1918	432.06	3,742	31	8	92	11.5	Flat	311.16	2,780	15	12	1.38	11.0	Flat	2,386.71	1	46	51.88	47
1919	462.51	4,539	35	11	1.10	10.2		373.22	3,054	18	14	1.73	12.2		2,052.60	2	53	38.73	55
1920	578.84	6,017	39	13	1.26	9.6		408.21	3,870	21	15	1.62	10.1		1 524.60	2	52	29.32	62
1921	662.20	7,502	43	14	1.20	8.8		484.77	3,616	22	12	1.84	13.4		1,626.21	2	54	30.11	67
Delaware—																			
1915	146.16	.....	22	.....	.....	.....	None	114.18	.....	10	.....	.....	.....	None	.....	1	.....	.....	33
1916	354.60	2,835	23	11	1.35	12.5		141.64	1,823	12	14	1.07	7.8		.....	.....	.....	.....	35
1917	260.94	2,596	24	9	91	10.1		203.25	1,947	12	14	1.21	10.5		.....	.....	.....	.....	36
1918	277.27	3,472	31	10	84	7.9		177.94	1,960	6	18	1.64	9.0		.....	.....	.....	.....	37
1919	457.11	3,799	32	10	1.19	11.0		156.00	1,781	11	16	1.18	11.0		.....	.....	.....	.....	43
1920	852.14	6,285	34	15	2.09	13.5		171.50	2,962	11	22	1.28	5.8		.....	.....	.....	.....	45
1921	822.74	10,545	42	21	1.63	7.8		505.52	3,987	12	28	3.51	12.7		.....	.....	.....	.....	54

Dorchester—																			
1915	579.23	6,840	61	.....	.....	8.5	None	309.88	4,806	18	.....	.....	6.4	None	287.95	2	.....	.....	81
1916	613.03	7,329	61	10	1.84	8.4		275.82	4,879	16	19	1.35	5.7		667.93	2	.....	.....	79
1917	768.08	10,046	70	13	98	7.6		177.25	2,583	11	17	1.14	6.9		314.48	2	.....	.....	83
1918	810.17	9,895	76	11	92	8.1		188.33	2,710	13	18	1.30	6.9		34.81	1	.....	.....	90
1919	1,043.54	11,187	84	11	1.04	9.3		281.20	2,985	14	18	1.67	9.4		47.14	2	.....	.....	100
1920	1,274.20	14,260	96	12	1.11	8.9		345.51	5,428	15	30	1.92	6.4		398.94	3	.....	.....	114
1921	1,511.61	23,328	97	20	1.28	6.5		473.05	10,760	15	60	.....	.....		544.88	3	37	.....	115
Drayton—																			
1918	942.09	.....	83	.....	.....	.....	Flat	580.32	.....	40	.....	.....	.....	Flat	1,256.17	2	.....	.....	125
1919	1,431.29	11,060	89	11	1.34	12.9		973.35	7,450	42	15	1.93	13.1		1,542.15	1	43	35.86	132
1920	1,582.55	20,312	110	15	1.20	7.8		1,250.48	15,960	30	44	3.47	7.8		54.57	2	28	34.09	142
1921	1,925.38	25,263	106	20	1.58	7.6		1,337.86	19,850	42	40	2.68	6.7		1,223.58	2	37	33.07	.....
Dresden—																			
1915	1,093.68	.....	185	.....	.....	.....		1,223.25	.....	109	.....	.....	.....		.....	.....	.....	.....	294
1916	1,995.51	26,473	197	12	87	7.5	Flat	1,986.21	30,352	106	24	1.54	6.5	Flat	.....	.....	.....	.....	303
1917	2,158.62	28,977	206	12	87	7.4		1,983.96	28,874	105	23	1.57	6.9		102. 4	1	5	20.58	312
1918	2,308.18	31,560	209	12	92	7.3		2,254.48	31,305	107	24	1.77	7.2		1,198.59	2	55	21.79	318
1919	2,711.78	40,529	236	14	97	6.7		2,730.58	44,775	109	34	2.09	6.1		5,749.20	7	156	36.85	352
1920	3,165.58	49,650	244	17	1.08	6.4		2,941.56	52,213	106	41	2.31	5.6		6,765.64	8	206	32.84	358
1921	3,475.26	60,061	256	20	1.13	5.8		2,808.43	59,402	107	46	2.19	4.7		5,711.52	12	223	25.61	375
Drumbo—																			
1915	304.49	.....	40	.....	.....	.....	None	288.99	.....	30	.....	.....	.....	None	159.85	1	.....	.....	71
1916	340.75	4,481	35	10	77	7.5		277.43	3,718	22	15	1.12	7.6		116.57	.....	.....	.....	57
1917	350.11	4,298	38	10	81	8.1		301.20	4,084	22	15	1.14	7.4		.....	.....	.....	.....	60
1918	392.90	4,592	44	9	79	8.5		299.10	3,923	22	14	1.13	7.6		43.15	1	2	21.57	67
1919	525.50	6,384	48	11	91	8.2		464.76	6,525	23	25	1.70	7.1		199.96	1	10	20.00	72
1920	722.83	7,484	53	12	1.13	9.6		674.50	8,686	24	30	2.34	7.8		109.84	1	6	18.30	78
1921	949.84	8,490	54	13	1.47	11.2		671.94	8,500	24	29	2.33	7.9		312.34	1	.....	.....	79
Dublin—																			
1918	126.62	.....	9	.....	.....	.....	None	257.07	.....	17	.....	.....	.....	None	959.99	2	.....	.....	28
1919	186.54	2,400	13	15	1.20	7.8		352.06	4,660	18	22	1.63	7.6		826.23	2	29	28.49	33
1920	393.82	5,312	21	21	1.56	7.4		423.54	5,249	15	28	2.35	8.4		1,095.00	3	34	32.21	39
1921	503.50	5,920	21	23	1.99	8.5		562.44	5,816	19	24	2.47	9.7		1,172.31	2	37	31.68	43
Dundalk—																			
1916	924.30	.....	88	.....	.....	.....	Flat	960.58	.....	63	.....	.....	.....	Flat	618.52	2	.....	.....	153
1917	926.52	12,065	80	12	92	7.7		872.71	12,718	76	15	1.05	6.9		876.00	4	27	.....	160
1918	942.02	14,698	91	14	91	6.1		822.35	13,053	60	16	1.01	6.3		1,772.75	4	82	21.61	155
1919	1,024.86	16,892	99	14	86	6.1		951.61	17,053	71	20	1.12	5.6		2,306.00	4	94	24.54	174
1920	1,328.45	19,775	99	17	1.12	6.7		1,284.67	21,418	75	24	1.43	6.0		2,208.80	3	85	25.99	177
1921	1,597.79	18,834	106	15	1.24	8.5		1,680.40	29,030	77	31	1.82	5.8		2,558.03	3	84	30.45	186

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Dundas—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1913	3,045.85	.....	377	.....	.....	.....	10+ 25	4,193.27	.....	134	.....	.....	.....	10+ 25	3,070.40	27	.....	.....	538
1914	5,349.24	92,168	520	19	99	5.8		4,198.64	119,947	153	69	2.44	3.5		4,305.96	30	.....	.....	703
1915	6,139.97	128,600	613	19	90	4.8		4,310.96	157,477	160	84	2.29	2.7		5,930.54	37	.....	.....	810
1916	6,925.46	146,710	673	19	89	4.8		4,714.78	179,151	168	91	2.39	2.6		10,915.58	35	.....	.....	876
1917	8,335.64	217,654	783	25	95	3.8		4,190.60	154,950	175	75	2.04	2.7		10,284.87	38	659	15.61	996
1918	9,361.34	262,147	861	26	95	4.4		4,428.66	192,116	170	92	2.14	2.3		9,077.00	42	590	15.38	1,073
1919	10,447.60	255,119	631	34	1.40	4.1		5,111.72	213,941	145	123	2.77	2.3		13,861.02	38	839	16.52	814
1920	8,244.97	423,784	754	47	91	1.9		5,239.16	259,955	158	137	2.76	2.0		21,725.24	42	1,128	19.26	954
1921	11,047.75	426,368	848	42	1.09	2.6		6,174.18	276,662	170	136	3.03	2.2		21,717.63	50	1,074	20.22	1,068
Dunnville—																			
1918	3,200.84	26,019	143	.....	.....	.....	Flat	3,576.93	47,778	108	.....	.....	.....	Flat	641.00	7	49	.....	258
1919	2,540.80	62,366	171	30	1.24	4.1		5,352.52	128,280	134	80	3.33	4.2		4,649.29	15	182	25.55	320
1920	3,227.66	69,303	205	28	1.31	4.6		6,115.30	158,031	141	93	3.61	3.9		5,832.55	16	228	25.58	362
1921	3,982.33	88,049	242	30	1.37	4.5		6,971.57	192,158	142	113	4.09	3.6		5,881.01	17	233	25.24	401
Durham—																			
1916	1,518.72	17,091	155	.....	.....	8.9	Flat	1,057.33	13,949	67	.....	.....	8.8	Flat	.....	.....	.....	.....	222
1917	1,619.86	12,821	170	6	79	12.6		954.19	21,855	71	26	1.12	4.3		30.00	1	.....	.....	242
1918	1,812.80	20,682	183	9	85	8.7		1,067.28	16,616	82	19	1.24	6.4		782.44	1	50	15.68	266
1919	2,168.82	29,500	200	12	90	7.4		1,486.18	27,215	83	24	1.50	6.3		713.92	1	50	14.27	284
1920	3,095.24	45,075	223	17	1.15	6.7		2,182.30	37,720	86	37	2.11	5.8		2,430.41	6	116	20.95	316
1921	4,071.98	60,400	252	20	1.35	6.7		2,774.44	40,595	87	39	2.66	6.8		8,893.04	8	280	31.77	347
Dutton—																			
1915	318.85	3,970	108	.....	.....	8.0	Flat	206.59	2,818	43	.....	.....	7.3	Flat	.....	1	.....	.....	152
1916	1,353.04	17,243	112	13	1.03	7.8		960.27	13,256	52	23	1.34	7.2		135.31	1	.....	.....	165
1917	1,381.08	17,710	114	13	1.02	7.8		967.98	15,954	54	26	1.49	6.7		73.76	1	10	.....	169
1918	1,420.59	18,079	127	12	98	7.8		1,007.14	15,728	62	22	1.44	6.4		1,001.85	3	45	22.26	192
1919	1,640.83	23,705	139	14	99	6.9		1,105.10	20,094	70	24	1.32	5.5		2,539.93	3	83	30.60	212
1920	1,835.49	26,088	155	14	99	7.0		1,324.59	25,045	71	29	1.73	5.3		2,359.98	3	89	26.52	229
1921	2,035.51	38,559	159	20	1.07	5.3		1,410.52	32,815	75	40	1.57	4.0		2,483.44	3	93	26.70	237

Elmira—																			
1914	1,908.41	20,875	158	.....	.....	9.5	11.4+	2,020.81	28,490	65	.....	.....	7.1	11.4+	1,876.49	8	.....	.....	231
1915	2,059.11	27,576	185	13	1.00	7.5	10	1,674.44	28,368	85	32	1.85	5.9	1	2,801.33	10	.....	.....	280
1916	2,211.16	30,817	233	12	88	7.2		1,665.69	35,515	92	33	1.56	4.7		3,635.22	12	.....	.....	338
1917	2,383.62	38,918	238	14	84	6.1		1,854.61	47,159	91	43	1.70	3.9		3,613.47	13	162	22.31	342
1918	2,701.28	51,735	243	17	93	5.2		1,988.36	54,317	89	50	1.84	3.6		4,277.44	14	169	25.31	346
1919	3,206.49	68,574	269	21	98	4.7		2,207.99	68,820	79	73	2.33	3.2		4,621.96	13	196	23.58	361
1920	4,582.08	123,941	313	33	1.22	3.7		2,821.51	82,169	94	73	2.50	3.4		6,117.79	15	235	26.03	422
1921	5,990.36	191,037	348	46	1.43	3.1		3,082.61	95,700	98	81	2.62	3.2		8,020.20	22	416	19.28	468
Elmvale—																			
1913	284.34	.....	52	.....	.....	.....	None	358.60	.....	52	.....	.....	.....	None	.....	1	.....	.....	105
1914	673.18	6,856	57	10	1.03	9.9		896.11	15,402	48	25	1.49	5.8		438.38	2	.....	.....	107
1915	704.12	7,728	78	10	87	9.1		778.93	16,193	64	25	1.16	3.9		1,186.44	2	.....	.....	144
1916	816.74	10,562	81	11	85	7.7		736.74	18,644	62	25	97	5.0		1,043.96	3	.....	.....	146
1917	881.20	11,868	89	11	86	7.4		696.79	13,041	61	19	95	5.3		810.96	3	.....	.....	153
1918	941.28	12,895	91	11	87	7.2		873.52	16,755	57	23	1.23	5.2		3,609.00	4	159	23.26	152
1919	1,027.05	13,781	98	12	87	7.2		1,030.63	18,028	57	26	1.51	5.8		3,860.83	5	145	26.63	160
1920	1,313.94	16,383	101	13	1.08	8.0		1,120.45	22,548	63	30	1.48	4.9		3,722.19	5	149	24.98	169
1921	1,491.09	17,927	100	15	1.24	8.3		1,501.27	21,738	64	28	1.96	6.9		4,239.56	7	168	25.24	171
Elmwood—																			
1918	282.62	.....	30	.....	.....	.....	None	83.93	.....	15	.....	.....	.....	None	896.32	1	.....	.....	46
1919	467.59	6,266	32	16	1.22	7.5		196.91	2,858	17	14	96	6.9		1,429.31	1	47	30.41	50
1920	592.57	7,950	33	20	1.50	7.4		351.78	5,273	19	24	1.63	6.8		1,514.17	1	46	33.00	53
1921	762.83	8,570	38	19	1.67	8.9		545.58	5,970	17	29	2.67	9.1		1,802.31	1	47	38.35	56
Elora—																			
1915	1,044.49	14,009	89	.....	.....	7.4	10+25	1,820.07	25,431	60	.....	.....	7.1	10+25	197.78	1	.....	.....	150
1916	1,253.03	20,500	105	18	1.08	6.1		1,828.25	27,945	63	38	2.48	6.5		972.12	2	.....	.....	170
1917	1,400.12	31,600	123	23	1.02	4.4		1,937.30	40,200	64	52	2.52	4.8		3,640.75	2	120	30.34	189
1918	1,537.70	28,173	134	18	99	5.4		1,765.65	34,357	59	46	2.39	5.1		5,087.10	2	162	31.40	195
1919	1,809.72	34,910	139	21	1.09	5.2		2,093.34	45,935	65	59	2.65	4.5		7,440.12	3	242	30.74	207
1920	2,256.60	49,514	186	22	1.01	4.6		2,362.02	57,754	70	69	2.81	4.1		6,997.35	3	212	33.01	259
1921	2,590.55	61,731	205	25	1.05	4.2		2,394.68	52,436	68	64	2.94	4.6		6,144.11	3	215	28.58	276
Embro—																			
1915	400.50	.....	65	.....	.....	.....	None	489.67	.....	30	.....	.....	.....	None	.....	.....	.....	.....	95
1916	633.95	5,690	58	7	85	11.1		598.41	10,333	29	29	1.66	5.8		155.54	2	.....	.....	89
1917	664.53	5,391	60	8	94	12.3		522.37	6,322	31	18	1.45	8.2		132.76	2	.....	.....	93
1918	708.60	6,811	64	9	95	10.4		603.76	5,708	36	14	1.50	10.5		267.29	3	13	20.56	103
1919	963.98	10,443	66	13	1.22	9.2		809.77	8,631	35	20	1.93	9.4		979.29	3	34	28.80	104
1920	1,189.47	11,670	71	14	1.40	10.0		1,073.32	8,358	31	22	1.88	12.8		1,722.08	3	51	33.72	105
1921	1,512.70	13,012	73	15	1.73	11.6		1,234.16	10,559	36	24	2.86	11.7		1,930.84	3	50	38.62	112

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Etobicoke—$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1918	16,081.39	.....	.....	.....	.....	.....	8+25	1,816.74	.....	.....	.....	.....	.....	8+25	5,027.80	.....	.....	.....	.....
1919	11,905.18	.....	864	.....	.....	.....		1,567.41	.....	60	.....	.....	.....		5,010.68	13	236	21.23	937
1920	17,352.35	129,700	1,140	.....	.....	.....		1,985.92	40,600	77	.....	.....	.....		5,078.76	12	253	20.07	1,229
1921	21,326.96	441,178	1,515	24	1.17	4.8	.	2,734.25	56,592	83	57	2.74	4.8		5,076.25	14	295	17.21	1,612
Exeter—																			
1917	2,030.27	25,524	170	13	99	7.9	10+25	1,784.53	21,152	87	20	1.71	8.4	10+ 25	2,363.60	3	92	25.69	260
1918	2,327.79	29,434	187	14	1.10	7.9		1,803.63	21,753	84	21	1.75	8.2		4,163.70	3	140	29.74	274
1919	2,806.26	41,835	211	6	1.11	6.9		2,383.33	30,522	88	29	2.26	7.8		4,159.40	5	143	29.09	304
1920	3,402.65	50,578	234	18	1.22	6.7		2,558.70	34,103	94	30	2.27	7.5		4,398.97	7	162	27.16	335
1921	4,196.23	88,361	278	26	1.26	4.7		2,815.15	43,927	90	41	2.61	6.4		4,916.13	7	182	27.01	375
Fergus—																			
1915	1,314.03	19,328	114	.....	.....	6.8	10+25	2,367.91	37,844	91	.....	.....	6.3	10+25	882.24	7	.....	.....	212
1916	1,621.27	24,275	149	16	1.03	6.7		2,111.16	34,953	92	32	2.00	6.0		2,819.21	7	.....	.....	248
1917	1,822.14	29,351	177	15	93	6.2		2,028.47	37,127	93	33	1.82	5.5		1,959.57	8	67	29.25	278
1918	2,086.39	42,774	198	19	92	4.8		2,099.60	44,824	87	41	1.94	4.6		3,332.50	10	125	26.66	295
1919	2,629.72	47,157	212	19	1.03	5.5		2,699.88	60,017	86	58	2.68	4.5		3,573.66	10	153	23.36	308
1920	3,030.75	58,538	291	17	87	5.2		2,775.01	51,512	96	45	2.41	5.4		3,522.57	12	152	23.17	399
1921	4,072.20	70,683	310	19	1.10	5.7		3,873.68	74,448	100	62	3.23	5.2		4,191.93	15	224	18.71	425
Flesherton—																			
1916	568.76	.....	73	.....	.....	.....	None	423.83	.....	30	.....	.....	.....	None	.....	.....	.....	.....	103
1917	621.93	8,364	70	9	74	7.4		387.92	7,545	31	20	1.04	5.1		.....	.....	.....	.....	101
1918	593.44	8,116	52	11	81	9.3		426.20	6,647	28	18	1.20	6.4		160.58	1	17	.....	81
1919	725.42	.....	70	.....	.....	.....		437.61	.....	37	.....	.....	.....		970.27	2	55	17.63	109
1920	1,152.24	.....	85	.....	1.13	.....		763.00	.....	39	.....	1.62	.....		701.76	1	37	18.97	125
1921	1,585.13	17,321	85	17	1.55	9.1		1,278.80	17,987	37	40	2.88	6.5		446.07	1	25	17.84	123

Forest—																				
1917	.....	.....	260	.....	.....	.....	10	.....	.....	104	.....	.....	.....	10	.....	6	.....	.....	370
1918	2,890.91	28,976	268	9	90	9.9		1,899.09	16,504	100	13	1.55	11.5		4,048.14	8	113	35.82	376
1919	3,307.14	33,720	281	10	97	9.8		2,187.74	22,253	116	16	1.57	9.8		4,076.79	14	118	35.40	411
1920	4,406.18	41,264	311	12	1.16	9.8		2,696.04	25,704	102	21	2.20	10.5		4,310.29	14	124	34.76	427
1921	5,366.42	54,057	337	13	1.33	9.9		3,348.69	37,018	106	30	2.63	9.0		4,195.47	15	124	33.83	458
Galt—																				
1912	8,183.69	.....	830	.....	1.22	.....	11	9,732.86	.....	250	.....	.....	.....	11	10,042.59	47	.....	.....	1,127
1913	10,535.38	.....	1,122	.....	1.10	.....		11,648.49	.....	353	.....	3.25	.....		16,575.61	65	.....	.....	1,540
1914	15,797.16	300,121	1,745	20	1.08	5.3		11,952.75	289,857	339	68	2.80	4.1		23,826.87	70	.....	.....	2,154
1915	17,024.42	512,443	2,038	23	75	3.3		8,794.36	350,788	375	92	2.10	2.3		30,547.84	75	.....	.....	2,488
1916	19,961.17	716,396	2,236	28	78	2.8		10,485.26	532,860	386	115	2.30	2.0		36,029.78	79	.....	.....	2,701
1917	24,248.31	1,023,106	2,444	36	86	2.4		12,082.97	694,661	371	156	2.71	1.7		48,261.79	83	2,716	17.77	2,898
1918	26,901.52	1,221,416	2,460	41	91	2.2		12,190.29	602,628	371	135	2.73	2.0		54,541.61	87	3,082	17.69	2,918
1919	29,669.11	1,409,698	2,594	46	96	2.1		13,856.90	696,221	381	152	3.03	2.0		43,775.91	100	2,632	16.63	3,075
1920	38,460.34	1,925,475	2,766	58	1.17	2.0		17,575.07	856,285	404	176	3.63	2.0		49,159.43	103	3,032	16.21	3,273
1921	44,879.01	2,460,073	2,962	70	1.26	1.8		19,055.01	963,067	417	192	3.81	2.0		47,079.49	107	3,259	14.45	3,486
Georgetown—																				
1913	661.49	.....	160	.....	.....	.....	10+10	842.87	.....	50	.....	.....	.....	10+10	234.32	5	.....	.....	285
1914	3,069.02	42,328	242	17	1.27	7.2		2,362.33	29,544	75	59	3.15	8.0		2,976.61	17	.....	.....	334
1915	2,999.83	43,392	294	14	93	6.9		2,276.41	35,318	97	34	2.20	8.9		8,734.01	16	.....	.....	407
1916	3,174.63	56,191	306	16	88	5.6		2,101.00	53,129	99	45	1.79	3.3		10,726.24	21	.....	.....	426
1917	3,370.42	66,131	319	18	90	5.1		2,291.61	51,373	90	45	2.03	4.5		12,714.94	22	454	28.45	431
1918	3,830.25	80,314	330	20	98	4.7		2,345.75	52,361	84	50	2.24	4.5		13,184.53	24	475	27.75	438
1919	3,797.66	102,486	380	23	84	3.7		2,428.41	79,906	103	65	1.97	3.0		12,754.41	28	552	23.11	511
1920	4,599.82	118,109	373	26	1.03	3.9		3,276.91	99,553	94	88	2.90	3.3		15,701.12	28	639	24.57	495
1921	5,043.90	160,795	419	32	1.00	3.1		2,964.37	94,999	100	80	2.47	3.1		13,546.94	29	659	20.56	548
Glencoe—																				
1920	630.50	.....	124	.....	.....	.....	8	675.34	.....	56	.....	.....	.....	10	130.68	2	.....	.....	182
1921	2,927.75	32,362	143	19	1.71	9.0		2,724.24	23,674	62	32	3.66	11.5		2,110.44	3	46	45.88	208
Goderich—																				
1914	7,197.0	83,805	400	.....	.....	8.6	9	4,196.49	79,874	155	.....	.....	5.3	9	1,240.73	10	.....	.....	565
1915	6,072.51	92,406	441	18	1.20	6.6		5,066.76	121,559	168	62	2.60	4.1		5,645.26	8	.....	.....	617
1916	7,086.32	108,654	511	19	1.24	6.5		5,253.15	98,221	159	50	2.68	5.4		5,498.56	19	.....	.....	679
1917	8,161.85	132,899	539	21	1.29	6.1		5,127.44	99,868	150	54	2.75	5.1		7,079.23	10	252	28.09	699
1918	7,980.21	133,723	566	20	1.20	5.9		4,663.62	86,241	147	48	2.61	5.4		12,485.34	16	428	29.17	729
1919	8,216.24	215,512	690	26	98	3.8		5,317.77	118,955	163	61	2.39	3.9		18,894.59	13	516	36.62	866
1920	10,687.31	203,717	793	21	1.12	5.2		6,367.10	152,382	179	71	2.96	4.2		16,550.96	17	403	41.07	989
1921	12,258.50	258,684	816	26	1.25	4.7		6,097.39	167,942	182	77	2.80	3.6		15,859.39	17	452	35.09	1,015

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Grand Valley—																			
1917	714.68	7,474	55	11	1.08	9.6	10+25	964.59	10,065	54	10	1.50	9.6	10+25	.....	1	.....	.....	110
1918	848.56	10,089	58	14	1.25	8.4		967.98	11,113	48	18	1.58	8.7		1,581.78	2	38	41.62	108
1919	1,110.28	14,172	69	15	1.34	8.8		987.20	11,582	48	20	1.55	7.8		1,582.91	1	48	32.97	117
1920	1,725.49	19,477	87	19	1.65	8.8		1,484.90	16,388	50	27	2.47	9.1		1,631.54	1	48	33.99	138
1921	2,202.44	23,149	98	20	1.87	9.5		2,157.32	17,781	53	28	3.40	12.1		1,869.20	2	53	35.27	153
Granton—																			
1917	484.69	5,782	42	12	96	8.4	None	176.93	1,774	16	.....	.....	10.0	None	333.85	1	.....	.....	59
1918	552.01	5,580	48	10	1.02	9.8		203.06	1,690	18	8	99	12.0		1,396.61	1	47	29.71	67
1919	661.90	7,000	51	11	1.08	9.4		265.43	1,750	21	7	1.05	15.2		1,321.67	1	41	32.23	73
1920	886.41	11,599	57	18	1.49	7.9		407.45	5,355	21	21	1.60	7.6		1,562.80	2	45	34.73	80
1921	1,085.25	15,898	63	21	1.44	6.8		508.75	6,265	22	24	1.93	8.1		1,747.17	2	42	41.60	87
Gravenhurst—																			
1917	2,,350.79	39,025	251	13	78	6.0	Flat	4,412.55	171,716	69	207	5.33	2.6	Flat	4,892.05	9	292	16.76	329
1918	1 995.82	37,930	264	12	64	5.2		4,624.55	141,329	59	184	5.89	3.2		4,786.06	8	352	13.59	331
1919	2 326.25	51,625	269	16	72	4.5		4,901.01	196,134	74	221	5.52	2.5		4,991.09	10	313	15.94	353
1920	2.832.40	.....	290	.....	81	.....		4,762.31	.....	80	.....	.....	.....		6,576.74	12	.....	.....	382
1921	4,219.34	69,942	294	20	1.20	6.0		6,239.31	211,246	75	238	6.93	2.9		5,528.86	12	213	25.96	384
Guelph—																			
1912	10,251.87	.....	960	.....	.....	.....	8+25	16,400.57	.....	345	.....	.....	.....	8+15	30,139.00	73	.....	.....	1,378
1913	11,528.07	224,373	1,260	17	87	5.2		15,075.61	287,561	400	67	3.38	5.2		42,091.34	85	.....	.....	1,745
1914	16,920.54	286,032	1,573	17	1.00	5.9		15,923.51	325,080	411	65	3.16	4.9		38,148.46	80	.....	.....	2,094
1915	15,514.10	366,928	1,824	18	76	4.2		12,692.86	437,567	474	83	2.32	2.8		38,404.28	81	.....	.....	2,379
1916	17,221.76	469,528	2,033	20	74	3.7		13,710.72	522,526	490	91	2.36	2.6		48,369.83	86	.....	.....	2,609
1917	19,379.44	594,936	2,202	23	77	3.3		13,760.01	576,911	505	97	2.31	2.4		57,380.71	87	2,578	22.26	2,794
1918	21,594.80	666,422	2,380	24	78	3.2		13,070.44	589,498	512	96	2.14	2.2		62,480.67	83	3,496	17.87	2,975
1919	25,157.62	862,801	2,677	27	89	3.3		15,487.44	783,989	529	123	2.44	2.0		54,810.39	89	3,437	15.95	3,295
1920	30,371.10	1,152,485	3,064	32	83	2.6		19,523.95	905,198	548	138	2.97	2.2		69,534.96	93	4,376	15.89	3,705
1921	38,421.71	1,422,305	3,292	36	97	2.7		23,439.07	987,198	579	142	3.37	2.4		72,549.55	90	5,036	14.41	3,961

Hagersville—																			
1913	81.92	.....	3	.....	.....	.....	None	*	.....	24	.....	.....	.....	None	746.85	3	.....	.....	30
1914	1,222.23	16,053	70	.....	.....	5.4		*	6,446	60	.....	.....	5.4		2,679.08	3	.....	.....	133
1915	1,172.85	23,213	114	21	1.06	5.1		1,592.59	22,676	73	28	1.99	5.2		2,434.62	3	.....	.....	190
1916	1,606.80	30,025	127	21	1.11	5.4		1,343.82	27,840	69	32	1.58	4.8		2,527.92	4	.....	.....	200
1917	1,602.64	29,611	138	19	1.01	5.4		1,252.54	34,696	68	42	1.54	3.6		2,289.37	4	88	26.02	210
1918	1,624.89	32,496	140	19	97	5.0		1,299.96	42,757	68	52	1.59	3.0		2,632.30	3	98	26.86	311
1919	1,808.19	42,127	148	24	1.02	4.3		1,400.40	49,344	78	53	1.50	2.8		6,863.75	6	242	28.40	232
1920	2,132.34	58,634	170	29	1.04	3.6		1,611.37	60,494	75	67	1.79	2.7		9,129.99	10	308	29.64	255
1921	2,340.28	69,826	179	32	1.09	3.3		1,928.84	85,482	83	86	1.94	2.2		12,919.71	10	446	29.87	272
Hamilton—																			
1913	34,451.95	862,937	5,117	.....	.....	3.9	8+25	25,453.99	628,471	924	.....	.....	4.1	8	47,415.58	209	.....	.....	6,250
1914	74,668.38	1,856,627	8,404	23	92	4.0		35,125.57	1,309,863	1,375	95	2.55	3.4		70,665.43	337	.....	.....	10,116
1915	92,207.60	2,514,104	10,595	23	81	3.7		34,633.16	1,840,920	1,434	109	2.06	1.9		84,789.71	406	.....	.....	12,435
1916	108,137.22	3,625,059	12,423	26	78	3.0		36,126.03	2,085,601	1,546	116	2.02	1.8		115,224.78	464	.....	.....	14,433
1917	135,224.12	5,276,696	14,340	32	84	2.6		36,740.19	2,426,174	1,668	126	1.91	1.5		137,249.87	526	8,010	17.13	16,534
1918	157,020.32	6,582,496	15,421	36	87	2.3		37,154.72	2,467,464	1,664	123	1.85	1.5		172,313.53	523	11,673	14.76	17,608
1919	187,079.25	8,236,029	17,652	39	88	2.3		44,372.46	3,501,915	1,826	160	2.02	1.3		198,180.83	589	14,007	12.79	20,067
1920	194,103.14	8,958,561	18,195	41	94	2.3		44,501.23	3,861,584	1,831	176	2.02	1.1		248,270.75	598	18,721	13.26	20,624
1921	237,348.81	11,042,726	19,822	46	1.00	2.1		53,217.08	4,432,935	2,021	183	2.20	1.2		222,378.34	629	16,312	13.63	22,472
Hanover—																			
1918	3,981.55	29,694	335	.....	.....	.....	12.5	3,403.10	47,384	92	.....	.....	.....	12.5	8,034.96	9	169	.....	436
1919	4,708.40	83,594	337	21	1.16	5.6		3,023.83	56,924	97	49	2.60	5.3		14,737.24	10	413	35.68	444
1920	6,599.51	123,161	435	24	1.26	5.3		3,852.40	76,626	92	53	3.49	6.5		16,954.80	14	604	28.07	541
1921	8,978.84	191,292	467	34	1.60	4.7		4,807.51	83,610	110	63	3.64	5.7		39,475.98	14	1,162	33.97	591
Harriston—																			
1917	1,556.49	18,184	132	12	98	8.6		1,935.38	21,868	68	27	2.37	8.8	10	2,686.93	6	78	34.45	206
1918	1,774.96	21,205	148	12	1.05	8.3	10	1,277.37	21,281	67	26	1.57	6.0		2,663.69	5	85	31.33	220
1919	2,063.50	28,480	175	14	1.04	7.4		1,828.60	5,227	76	28	2.01	7.2		4,394.24	10	136	32.31	261
1920	2,809.01	40,199	202	17	1.16	7.0		2,377.90	35,117	78	37	2.54	6.8		9,709.58	9	240	40.46	289
1921	3,412.75	51,821	221	19	1.29	6.6		2,498.35	46,413	78	50	2.67	5.4		8,326.78	7	239	34.84	306
Hensall—																			
1917	1,038.57	10,872	89	11	1.06	9.6	12+20	610.79	7,046	36	18	1.54	8.7	12+20	81.39	2	.....	.....	127
1918	1,226.25	11,323	105	9	96	10.8		661.21	5,792	40	12	1.45	11.4		1,729.36	5	57	30.34	150
1919	1,602.39	19,924	116	14	1.07	8.0		886.86	10,657	43	21	1.72	8.3		2,703.95	6	127	21.29	165
1920	1,864.17	23,805	120	16	1.29	7.8		1,083.69	11,877	43	23	2.10	9.1		1,776.05	6	115	15.44	169
1921	2,099.20	25,997	121	18	1.45	8.1		1,391.61	14,850	44	28	2.64	9.4		1,096.52	6	70	15.66	171

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Hespeler—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1913	2,189.00	.....	174	.....	.....	.....	10+15	1,684.75	.....	76	.....	.....	.....	10+15	5,044.30	11	.....	.....	261
1914	2,635.41	34,848	229	14	1.09	7.6		1,934.75	35,979	85	37	2.00	5.4		6,116.27	13	.....	.....	327
1915	2,787.48	39,580	272	11	90	7.0		2,334.15	39,657	90	38	2.22	5.9		9,017.58	14	.....	.....	376
1916	3,011.73	54,239	277	17	92	5.5		2,012.28	44,900	84	43	1.93	4.5		11,177.71	12	.....	.....	273
1917	3,679.79	66,932	312	19	1.04	5.5		2,389.80	53,306	86	52	2.18	4.5		10,166.33	11	394	25.80	409
1918	3,835.53	77,373	336	19	98	4.9		2,024.34	49,635	83	48	1.99	4.0		9,186.68	13	357	25.73	432
1919	4,286.70	92,959	374	21	96	4.6		2,194.16	68,184	84	68	2.18	3.2		6,554.78	11	299	21.92	469
1920	5,626.85	137,540	442	26	1.06	4.1		2,414.32	69,459	89	65	2.26	3.5		8,162.54	13	410	19.90	544
1921	6,648.35	178,741	480	31	1.15	3.7		2,803.97	87,965	95	74	2.46	3.2		7,239.45	17	387	18.71	592
Highgate—																			
1917	416.49	4,447	41	9	85	9.4	None	467.76	4,373	21	17	1.86	10.7	None	.....	1	.....	.....	63
1918	456.79	5,342	45	10	88	8.5		502.27	4,880	25	17	1.81	10.2		2,556.33	3	76	33.63	73
1919	618.65	6,410	51	11	1.01	9.2		598.12	7,224	29	21	1.72	8.3		2,071.70	3	79	26.22	83
1920	861.91	9,042	59	14	1.22	8.7		738.31	8,264	30	23	2.05	8.9		1,675.67	6	70	23.94	95
1921	1,065.47	11,736	61	16	1.46	9.1		879.37	12,613	31	34	2.36	7.0		1,318.16	6	39	33.80	98
Holstein—																			
1917	238.48	2,366	26	8	86	10.1	None	209.74	2,672	15	15	1.17	7.9	None	.....	.....	.....	.....	41
1918	256.54	1,957	27	6	80	13.1		263.55	2,505	16	13	1.41	10.5		.....	.....	.....	.....	43
1919	308.37	2,899	28	9	92	10.6		228.57	3,055	18	14	1.06	7.5		752.37	1	27	27.87	47
1920	459.38	5,368	29	16	1.32	8.5		405.80	2,883	18	13	1.88	14.1		109.47	1	7	15.63	48
1921	510.16	3,864	27	12	1.57	13.2		472.86	.....	18	.....	.....	.....		215.76	1	7	30.82	46
Huntsville—																			
1917	3,597.74	.....	270	.....	.....	.....	10	1,265.03	.....	82	.....	.....	.....	10	13,569.75	3	.....	.....	355
1918	3,614.59	41,768	272	12	1.11	8.6		1,802.91	31,142	83	31	1.82	5.7		13,881.58	3	.....	.....	358
1919	4,899.77	97,860	276	30	1.50	5.0		1,862.04	52,361	66	66	2.35	3.5		14,605.94	7	.....	.....	349
1920	6,953.49	141,862	335	35	1.73	4.9		3,233.63	57,880	93	52	2.89	5.6		15,311.98	6	832	18.40	434
1921	8,380.90	.....	.....	.....	.....	.....		4,325.78	.....	.....	.....	.....	.....		14,445.74	7	883	16.36	.....

Ingersoll—																			
1912	3,073.73	.....	220	.....	.....	.....	8+25	6,648.28	.....	142	.....	.....	.....	8+25	14,430.66	38	.....	.....	400
1913	3,595.03	43,406	278	14	1.20	8.3		6,048.51	81,724	170	44	3.23	7.4		15,293.44	44	.....	.....	492
1914	5,085.32	68,342	416	12	1.22	7.5		6,359.72	106,689	194	46	2.32	5.9		12,818.27	48	.....	.....	658
1915	5,480.52	102,537	497	19	1.00	5.3		5,716.91	139,428	197	60	2.46	4.1		16,251.18	52	.....	.....	746
1916	6,857.94	127,449	590	20	1.05	5.4		6,540.51	176,757	206	73	2.70	3.7		20,380.90	51	.....	.....	847
1917	7,465.96	152,188	679	20	98	4.9		6,617.53	194,927	196	81	2.74	3.3		21,747.80	53	967	22.49	928
1918	7,622.97	160,226	716	19	91	4.7		5,560.92	164,341	187	71	2.42	3.3		21,413.08	45	994	21.54	948
1919	9,214.11	201,357	809	21	95	4.6		6,229.81	196,142	200	82	2.60	3.2		22,036.72	50	1,123	19.62	1,059
1920	11,307.12	319,520	936	28	1.01	3.5		6,419.44	267,649	220	101	2.43	2.4		23,666.00	55	1,289	18.35	1,211
1921	12,913.37	499,331	1,016	41	1.06	2.6		7,368.55	320,687	225	119	2.71	2.3		20,636.08	54	1,254	16.46	1,295
Kirkfield—																			
1920	78.91	.....	20	.....	.....	.....	None	320.95	.....	5	.....	.....	.....	None	.....	1	.....	.....	26
1921	318.70	4,046	21	16	1.26	7.9		705.46	11,494	16	60	3.67	6.1		.....	.....	.....	.....	37
Kitchener—																			
1912	14,585.02	.....	1,022	.....	.....	.....	11+25	19,080.32	.....	422	.....	.....	.....	11+25	28,654.23	105	.....	.....	1,549
1913	15,291.37	.....	1,291	.....	1.10	.....		19,548.91	.....	470	.....	3.65	.....		35,655.90	127	.....	.....	1,888
1914	17,757.08	359,307	1,694	20	99	4.9		19,549.45	562,630	519	95	3.29	3.5		49,173.17	130	.....	.....	2,343
1915	19,108.60	494,725	2,032	22	85	3.9		16,807.15	579,303	546	91	2.63	2.9		54,732.50	138	.....	.....	2,716
1916	20,876.63	582,754	2,407	22	79	3.6		17,323.67	801,789	543	123	2.65	2.2		62,436.31	147	.....	.....	3,097
1917	24,051.18	748,390	2,712	24	78	3.2		17,494.18	866,798	577	129	2.60	2.2		84,818.46	157	4,012	21.14	3,446
1918	26,810.70	860,230	2,822	25	80	3.1		17,033.78	835,734	547	123	2.52	2.0		93,522.21	155	4,621	20.23	3,524
1919	31,643.49	1,108,883	3,251	29	81	2.8		20,095.87	1,193,095	586	170	2.87	1.7		112,988.87	167	5,791	19.51	4,004
1920	39,506.53	1,513,601	3,524	36	93	2.6		25,744.25	1,474,127	611	201	3.51	1.7		143,025.34	179	7,083	20.19	4,314
1921	48,095.22	2,006,311	3,740	45	1.07	2.4		32,306.38	1,762,746	615	239	4.39	1.8		124,233.93	182	7,483	16.60	4,537
Kingston—																			
1918	27,760.31	396,512	1,873	.....	.....	.....	10	45,743.73	686,846	685	.....	.....	.....	10	32,025.98	104	.....	.....	2,662
1919	32,247.30	537,657	2,166	21	1.24	6.0		49,268.27	966,250	759	106	5.41	5.1		42,710.51	112	1,576	27.11	3,037
1920	36,308.98	751,367	2,677	23	1.13	4.8		47,611.14	1,167,246	772	126	5.14	4.1		40,763.23	115	1,818	22.42	3,564
1921	45,106.18	1,044,514	3,122	28	1.20	4.3		49,129.35	1,229,740	802	128	5.11	4.0		45,835.78	124	2,295	19.97	4,047
Lambeth—																			
1915	344.47	2,991	49	.....	.....	11.5	None	119.00	1,042	9	.....	.....	11.4	None	559.82	1	.....	....	59
1916	575.65	6,880	54	11	91	8.4		208.96	.....	13	.....	1.58	8.3		249.36	1	.....	.....	68
1917	721.51	7,655	65	11	1.04	9.4		252.56	2,577	13	16	1.62	9.8		182.50	1	.....	.....	79
1918	833.23	9,978	63	13	1.08	8.3		208.28	1,976	11	13	1.44	10.5		392.22	1	5	.....	75
1919	935.30	10,761	75	12	1.04	8.7		289.64	2,701	16	14	1.51	10.7		309.87	2	35	.....	93
1920	1,242.88	14,627	72	18	1.55	8.5		339.28	3,179	14	19	2.02	10.7		312.00	2	12	26.00	88
1921	1,616.48	18,667	86	18	1.57	8.6		414.56	4,341	22	16	1.57	9.5		305.58	2	35	.....	110

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Lakefield—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1920	571.45	.....	130	.....	.....	.....	Flat	336.69	.....	62	.....	.....	.....	Flat	1,328.30	4	.....	.....	196
1921	2,003.69	29,135	170	14	98	6.9		2,342.58	153,601	56	.....	.....	.....		3,134.24	6	100	31.34	232
Loudon—																			
1912	28,196.62	.....	3,851	.....	.....	.....	9+25	28,527.44	.....	792	.....	.....	.....	9+25	52,633.00	158	.....	.....	4,801
1913	41,932.42	920,000	5,201	17	77	4.5		39,256.07	1,350,000	1,007	125	3.63	3.0		79,758.96	198	.....	.....	5,406
1914	57,473.08	1,192,000	6,299	18	83	4.8		47,593.44	1,580,000	1,075	127	3.81	3.0		130,936.35	249	.....	.....	7,649
1915	57,184.75	1,732,435	7,326	21	70	3.3		43,751.37	1,452,896	1,046	137	3.41	3.0		148,567.23	271	.....	.....	8,643
1916	71,146.90	2,378,144	8,282	25	76	2.9		48,747.74	1,930,269	1,129	147	.....	2.5		180,204.33	295	.....	.....	9,706
1917	86,454.36	3,288,286	9,036	31	83	2.6		52,511.01	2,277,566	1,261	159	3.66	2.4		181,973.61	**328	7,264	22.14	10,625
1918	99,240.58	3,855,134	10,703	32	83	2.5		52,593.28	2,584,901	1,699	143	2.96	2.0		193,686.30	**418	10,261	18.87	12,820
1919	118,188.27	4,885,144	11,495	28	86	2.4		67,190.85	3,524,793	1,831	160	3.06	1.9		195,180.40	467	9,491	20.56	13,793
1920	143,963.71	6,609,361	12,386	44	97	2.2		76,450.76	4,287,591	1,979	180	3.30	1.8		211,081.19	513	11,171	18.90	14,878
1921	185,949.18	9,492,585	13,117	60	1.18	1.9		92,874.24	5,533,748	1,785	258	4.38	1.7		245,447.07	466	9,761	25.14	15,368
Listowel—																			
1917	2,500.80	54,842	243	19	86	4.6	10	3,168.19	51,233	125	31	2.11	6.2	10	3,385.58	12	112	30.23	380
1918	3,820.77	65,119	256	21	1.27	5.8		2,820.74	58,248	128	38	1.85	4.8		7,180.07	13	233	30.81	397
1919	4,311.53	89,975	332	23	1.08	4.8		2,971.08	71,343	135	44	1.91	4.2		10,922.17	18	281	38.86	485
1920	5,657.29	137,168	377	30	1.25	4.1		3,884.08	102,600	132	65	2.62	4.0		13,143.78	20	363	36.21	529
1921	8,190.77	214,353	458	39	1.49	3.8		4,700.32	141,059	142	83	2.76	3.3		12,982.05	18	382	33.98	618
Louth Twp.—																			
1918	.....	.....	24	.....	.....	.....	None	.....	.....	.....	.....	.....	.....	None	.....	.....	.....	.....	24
1919	.....	.....	30	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	30
1920	.....	.....	46	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	46
1921	.....	.....	51	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	51

Lucan—																			
1915	824.07	.....	87	.....	.....	.....	None	687.37	.....	39	.....	.....	.....	None	18.66	3	.....	.....	129
1916	1,124.73	12,047	98	11	1.00	9.3		857.11	8,370	42	17	1.78	10.2		159.67	7	.....	.....	147
1917	1,283.01	16,701	103	14	1.07	7.7		870.97	7,243	39	15	1.82	12.0		2,756.92	10	90	30.63	142
1918	1,309.20	15,264	109	12	1.03	8.5		885.28	11,739	38	25	1.91	7.5		5,650.56	8	133	32.48	155
1919	1,566.54	26,105	115	19	1.14	6.0		921.25	14,136	39	97	1.97	6.5		5,766.69	9	140	41.19	163
1920	1,854.20	43,863	127	29	1.22	4.2		885.18	17,248	41	35	1.80	5.1		6,602.32	10	208	31.74	178
1921	2,343.88	69,421	135	43	1.45	3.4		1,025.25	21,191	40	44	2.14	4.8		7,368.90	10	213	34.59	185
Lynden—																			
1916	254.76	3,500	24	.....	.....	7.3	None	227.57	4,430	10	.....	.....	5.1	None	650.38	1	.....	.....	35
1917	272.49	3,498	24	.....	.....	7.7		213.11	3,576	11	.....	.....	5.9		2,912.96	1	84	34.68	36
1918	304.17	4,971	25	17	1.35	6.1		231.50	5,914	11	44	1.75	3.9		2,770.26	1	76	36.45	37
1919	444.75	7,553	47	13	79	5.9		347.65	9,897	16	52	1.81	3.5		3,291.51	1	85	38.27	64
1920	897.94	13,406	51	22	1.47	6.7		435.63	10,185	16	53	2.27	4.3		3,408.62	1	86	39.63	68
1921	1,191.73	17,888	57	26	1.74	6.6		478.11	10,462	18	48	2.21	4.6		3,583.76	1	87	41.19	76
Markham—																			
1920	1,735.33	.....	130	.....	.....	.....	10+25	790.25	.....	33	.....	.....	.....	10+25	577.79	4	35	.....	167
1921	3,263.60	27,616	169	14	1.61	11.8		1,303.84	9,248	42	19	2.59	14.1		2,588.67	6	45	57.53	247
Markdale—																			
1917	1,241.47	.....	106	.....	.....	.....	10	1,105.58	.....	68	.....	.....	.....	10	718.89	3	.....	.....	177
1918	1,672.90	.....	108	.....	.....	.....		862.43	.....	66	.....	.....	.....		697.58	5	51	.....	179
1919	1,611.23	28,763	124	19	1.08	5.6		937.23	24,481	64	32	1.22	3.8		1,140.94	2	.....	.....	190
1920	2,054.17	29,830	114	19	1.28	6.7		1,321.06	26,180	69	32	1.65	5.0		1,513.24	8	94	16.09	.....
1921	2,496.08	48,407	158	26	1.32	5.1		1,550.66	25,982	66	33	1.96	6.0		1,414.47	9	92	15.37	233
Milverton—																			
1917	785.01	11,116	65	14	1.01	7.1	None	1,200.09	17,892	59	25	1.69	6.7	None	2,899.56	4	80	36.24	128
1918	1,007.75	14,464	75	17	1.19	6.9		1,403.46	22,579	65	30	1.88	6.2		7,533.28	5	207	36.39	145
1919	1,230.28	21,554	104	17	99	5.7		1,442.81	29,216	66	38	1.82	4.9		8,897.49	5	267	33.32	175
1920	1,677.24	31,406	131	20	1.07	5.3		1,494.72	36,991	63	49	1.97	4.0		8,687.03	6	272	31.93	200
1921	2,085.42	38,280	152	21	1.14	5.4		1,688.69	46,230	64	60	2.20	3.6		8,207.82	5	280	29.31	221
Mimico—																			
1913	2,021.06	.....	250	.....	.....	.....		*	.....	*	.....	.....	.....	8+25	795.49	5	.....	.....	255
1914	5,085.16	91,184	462	.....	.....	5.4	8+25	*	3,462	10	.....	.....	5.4		963.64	5	.....	.....	477
1915	5,748.44	105,884	609	17	90	5.4		346.49	6,551	7	40	2.14	5.3		1,042.11	3	.....	.....	619
1916	7,011.08	137,318	621	18	95	5.1		506.44	10,982	31	38	1.7	4.6		1,449.14	8	.....	.....	660
1917	7,400.73	177,916	704	21	93	4.2		883.24	19,361	39	46	2.10	4.6		2,750.59	11	133	20.68	754
1918	7,209.82	202,311	615	25	91	3.5		942.82	24,173	32	56	2.21	3.9		4,357.12	9	195	22.34	656
1919	8,759.21	281,185	703	33	1.04	3.1		1,061.76	29,770	34	73	2.60	3.6		4,189.20	9	192	21.82	746
1920	12,325.03	508,282	841	50	1.22	2.4		1,305.90	43,750	45	81	2.33	2.9		3,896.30	8	189	20.62	894
1921	13,068.97	653,445	927	59	1.17	2.0		2,008.37	75,460	66	95	2.54	2.7		3,823.58	9	209	18.29	1,002

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Midland—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1912	5,878.05	.....	420	.....	.....	.....	9	5,878.05	.....	165	.....	.....	.....	9	3,188.03	18	.....	.....	603
1913	6,095.11	88,228	491	16	1.11	6.9		6,104.16	118,267	172	58	3.01	5.1		5,700.22	25	.....	.....	688
1914	6,941.07	127,397	621	19	1.06	5.5		5,084.06	117,741	176	56	2.44	4.3		6,484.43	32	.....	.....	829
1915	6,580.45	199,257	689	25	84	3.3		4,462.54	97,300	188	45	2.05	4.6		10,229.52	39	.....	.....	916
1916	7,145.74	180,735	732	21	83	4.0		4,624.85	186,953	184	84	2.07	2.5		12,262.89	31	.....	.....	947
1917	9,179.72	289,874	822	31	98	3.2		5,651.06	257,868	186	116	2.55	2.2		15,300.91	35	714	21.43	1,043
1918	10,341.29	366,760	937	34	98	2.8		6,149.35	264,733	195	115	2.69	2.3		24,529.03	38	1,160	21.14	1,170
1919	11,542.33	403,890	1,050	32	92	2.8		5,303.02	254,832	237	90	1.86	2.1		22,070.30	34	790	27.93	1,321
1920	16,382.07	584,357	1,091	45	1.25	2.8		7,435.12	275,534	191	120	3.24	1.7		18,060.43	40	1,245	14.51	1,322
1921	20,140.29	808,893	1,171	58	1.43	2.5		8,618.18	360,993	202	149	3.55	2.4		22,464.55	51	1,265	17.76	1,424
Milton—																			
1913	1,149.28	.....	110	.....	.....	.....	10	1,212.26	.....	74	.....	.....	.....	10	6,462.38	5	.....	.....	189
1914	1,961.22	25,649	150	19	1.51	7.6		2,226.80	41,015	79	44	2.43	5.4		11,325.61	6	.....	.....	235
1915	1,981.80	28,900	170	15	1.03	6.8		1,900.98	41,520	80	44	2.00	4.6		5,364.29	7	.....	.....	257
1916	2,219.28	36,573	197	16	1.01	.....		1,892.21	44,445	84	45	1.93	.....		10,428.79	6	.....	.....	287
1917	2,528.88	50,695	174	24	1.11	5.0		1,863.60	34,859	70	44	2.21	5.4		7,968.76	6	309	25.79	250
1918	2,852.66	64,485	227	27	1.18	4.4		1,759.69	35,451	73	41	2.05	4.9		6,497.73	7	333	19.51	307
1919	3,908.62	149,879	276	45	1.18	2.6		2,041.31	42,493	76	47	2.22	4.8		11,109.72	12	234	47.48	364
1920	4,099.80	105,398	289	30	1.16	3.9		2,365.05	60,519	76	66	2.60	3.9		15,142.22	13	733	20.66	378
1921	4,502.81	126,039	315	33	1.19	3.6		2,531.11	61,661	82	58	2.41	4.1		16,596.71	20	702	23.64	417
Mitchell—																			
1912	2,964.48	.....	159	.....	.....	.....	Flat	2,977.08	.....	79	.....	.....	.....	Flat	4,597.03	13	.....	.....	251
1913	2,362.52	.....	179	.....	.....	.....		2,813.92	.....	85	.....	.....	.....		6,160.53	16	.....	.....	270
1914	2,470.29	.....	191	.....	.....	.....		2,712.57	.....	100	.....	.....	.....		3,944.91	16	.....	.....	307
1915	2,379.58	.....	190	.....	.....	.....		2,684.01	.....	95	.....	.....	.....		2,333.08	17	.....	.....	292
1916	2,311.80	33,759	218	14	95	6.8		2,677.35	39,211	103	33	2.25	6.8		3,231.56	21	.....	.....	342
1917	2,572.51	41,022	212	16	1.01	6.3		2,774.59	49,323	104	39	2.22	5.6		4,169.05	22	167	24.96	338
1918	2,730.62	46,956	217	18	1.06	5.8		2,944.34	51,294	102	41	2.38	5.7		4,834.06	22	190	25.44	341
1919	2,816.95	41,556	266	13	88	6.8		3,136.32	51,396	105	41	2.49	6.1		4,869.61	21	196	24.84	392
1920	4,183.47	89,601	298	25	1.17	4.7		3,588.97	77,765	106	61	2.82	4.6		5,798.65	21	224	25.89	425
1921	4,660.66	101,018	330	24	1.18	4.6		3,101.46	72,737	104	58	2.49	4.3		5,542.41	21	228	24.31	455

Moorefield—																			
1918	175.36	.....	16	.....	.....	.....	None	217.24	.....	15	.....	.....	.....	None	888.57	1	.....	.....	32
1919	341.45	3,507	21	14	1.35	9.7		342.50	2,870	15	16	1.90	11.9		1,292.62	2	40	32.32	38
1920	498.92	.....	26	.....	1.60	.....		431.99	.....	17	.....	2.12	.....		1,262.83	2	38	33.23	45
1921	637.19	7,101	26	23	2.04	9.0		540.33	5,310	20	22	2.25	10.2		1,285.41	2	35	36.73	48
Mt. Brydges—																			
1915	333.43	.....	45	.....	.....	.....	None	494.02	.....	15	.....	.....	.....	None	517.50	1	.....	.....	61
1916	644.75	5,058	55	8	1.07	12.7		170.46	3,106	15	17	95	5.5		760.58	2	.....	.....	72
1917	540.17	6,481	58	9	81	8.3		344.16	3,481	20	17	1.69	9.9		627.07	2	27	23.22	80
1918	601.52	7,323	67	9	80	8.2		312.44	3,396	17	15	1.40	9.1		750.69	1	25	30.02	85
1919	811.17	8,900	64	12	1.06	8.9		324.11	3,051	22	12	1.23	10.6		822.74	1	26	31.64	87
1920	1,130.15	13,440	84	13	1.04	8.4		434.78	2,736	19	12	1.91	15.8		707.73	1	23	30.77	104
1921	1,398.23	12,266	77	13	1.51	11.4		457.24	4,446	20	19	1.91	10.3		836.68	1	18	46.48	91
Merritton—																			
1921	6,010.43	185,000	603	24	83	3.2	Flat	1,238.58	65,121	58	94	1.78	1.9	Flat	3,203.78	5	156	20.54	666
Mt. Forest—																			
1916	1,967.03	27,337	106	.....	.....	7.2	10	2,420.75	39,059	164	.....	.....	6.2	10	1,739.79	7	.....	.....	277
1917	2,171.91	40,286	176	24	1.28	5.4		2,556.41	37,914	107	30	1.99	6.7		2,533.40	4	136	19.63	287
1918	2,171.73	32,336	187	14	99	6.7		2,419.72	42,176	107	32	1.88	5.7		3,132.19	4	147	21.30	298
1919	2 596.70	43,495	196	19	1.10	6.0		2,809.05	59,310	117	42	2.00	4.7		3,561.63	5	152	23.43	318
1920	2,959.09	48,732	205	20	1.20	6.0		3,625.36	62,877	127	41	2.38	5.8		4,182.42	9	207	20.20	344
1921	4,050.74	66,539	239	23	1.41	6.1		5,279.82	76,899	128	50	3.44	6.9		5,219.42	10	203	25.71	377
Neustadt—																			
1919	419.91	5,586	45	10	78	7.8	12.5	475.59	7,332	24	25	1.65	6.6	12.5	389.93	2	16	24.37	71
1920	813.48	14,425	51	24	1.33	5.6		526.21	8,047	26	26	1.69	6.5		2,656.17	4	88	30.18	81
1921	1,159.34	15,187	55	23	1.76	7.6		737.42	6,222	29	18	2.12	11.8		3,214.94	4	92	34.95	88
New Hamburg—																			
1912	1,195.08	.....	124	.....	.....	.....	10	1,423.35	.....	63	.....	.....	.....	10	3,369.05	5	.....	.....	194
1913	1,589.21	.....	142	.....	.....	.....		1,890.72	.....	63	.....	.....	.....		5,792.20	8	.....	.....	212
1914	1,779.90	23,010	170	12	89	7.7		1,403.56	19,404	68	25	1.78	7.2		5,209.51	6	.....	.....	243
1915	1,888.04	33,913	187	16	88	4.9		1,273.38	23,041	70	27	1.54	5.5		2,825.57	4	.....	.....	261
1916	1,816.44	37,109	196	16	79	5.5		1,211.25	26,492	70	32	1.39	4.6		1,646.90	4	.....	.....	270
1917	2,052.95	40,407	184	18	93	5.1		1,481.03	34,156	69	41	1.79	4.3		4,299.65	9	188	22.87	262
1918	2,331.00	45,778	192	20	1.03	5.0		1,410.88	40,225	67	49	1.73	3.5		4,784.71	9	220	21.74	268
1919	2,597.55	46,124	208	19	1.04	5.5		1,540.57	40,137	64	52	2.01	3.8		5,517.79	10	244	22.61	282
1920	2,987.68	77,692	222	27	1.12	4.1		1,615.92	37,812	66	48	2.04	4.3		5,613.62	12	240	23.39	300
1921	3,570.31	99,781	231	36	1.29	3.6		1,751.04	44,237	63	59	2.32	4.0		5,253.46	11	259	20.28	305

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
New Toronto—																			
1914	653.50	11,947	100	.....	.....	7.0	8+25	.....	.....	4	.....	.....	7.0	8+25	.....	1	.....	.....	105
1915	1,416.10	19,520	153	.....	.....	5.5		.....	.....	8	.....	.....	5.5		2,140.36	2	.....	.....	163
1916	1,571.03	29,162	210	.....	.....	5.4		143.32	5,956	10	.....	.....	5.4		9,744.31	4	.....	.....	224
1917	2,451.49	46,080	320	14	77	5.3		566.42	7,680	22	40	2.95	7.4		30,726.27	8	1,554	19.77	350
1918	2,631.82	50,723	400	11	60	5.1		1,113.87	18,968	22	71	4.22	5.8		64,854.91	10	2,689	24.11	432
1919	4,009.94	.....	473	.....	.....	.....		3,143.60	.....	41	.....	.....	.....		79,353.15	14	.....	.....	528
1920	6,602.26	183,717	537	28	1.02	3.6		2,979.37	.....	57	.....	4.36	.....		97,272.13	12	.....	.....	606
1921	6,731.42	314,718	631	42	89	2.1		3,798.61	199,688	73	.....	.....	1.9		66,294.41	14	3,399	19.50	718
Niagara Falls—																			
1916	21,733.29	.....	2,050	.....	.....	.....	3.5	13,259.02	.....	400	.....	.....	.....	Flat	9,613.01	80	.....	.....	2,530
1917	22,566.76	867,639	2,273	31	99	2.6		11,012.51	651,884	405	134	2.27	1.7		18,804.36	55	713	13.49	2,733
1918	26,423.31	882,174	2,447	31	93	2.9		10,692.04	528,376	418	107	2.16	2.0		22,242.65	61	1,480	15.03	2,926
1919	33,221.90	1,419,901	2,648	45	1.05	2.4		12,639.15	899,210	456	164	2.31	1.4		24,686.72	75	1,905	12.96	3,179
1920	46,839.29	2,378,263	2,907	68	1.34	2.0		15,366.26	909,516	488	155	2.62	1.7		28,739.95	86	2,102	13.67	3,481
1921	59,722.54	3,598,610	3,048	99	1.63	1.6		21,208.21	1,376,527	528	217	3.35	1.5		33,220.24	90	2,505	13.26	3,666
Niagara-on-the-Lake—																			
1919	.....	.....	274	.....	.....	.....		.....	.....	58	.....	.....	.....		.....	5	.....	.....	337
1920	5,544.75	.....	275	.....	1.68	.....		2,796.38	.....	69	.....	3.38	.....		1,301.68	5	78	16.69	349
1921	5,847.10	.....	306	.....	1.60	.....		3,291.89	.....	74	.....	3.71	.....		2,544.90	6	12	21.21	386

				x															
Norwich—																			
1912	862.17	.....	128	.....	.....	.....	10+25	674.48	.....	64	.....	.....	.....	10+25	263.93	2	.....	.....	194
1913	1,926.78	28,172	166	15	1.09	6.8		1,162.98	17,917	76	20	1.38	6.5		1,978.55	3	.....	.....	245
1914	2,168.13	35,578	198	16	99	6.2		995.16	20,690	84	22	1.04	6.4		1,893.72	3	.....	.....	285
1915	2,529.91	37,082	228	16	99	6.2		1,075.79	25,880	80	26	1.09	4.2		2,169.31	5	.....	.....	313
1916	2,319.58	49,858	254	18	84	4.7		1,168.34	24,909	87	25	1.16	4.7		2,642.97	6	.....	.....	327
1917	8,132.02	55,968	356	16	.....	.....		1,198.97	24,854	82	25	1.19	4.8		4,116.38	10	137	30.05	448
1918	3,042.12	87,510	242	30	1.06	3.4		1,064.13	23,559	78	24	1.11	4.5		2,481.63	8	87	28.52	328
1919	3,529.64	101,324	280	30	1.05	3.5		1,566.15	34,149	76	37	1.55	4.5		2,370.22	8	97	24.44	364
1920	4,136.42	118,478	291	34	1.18	3.5		1,915.42	42,434	84	42	1.90	4.5		2,902.47	10	111	26.15	385
1921	4,824.49	155,413	305	42	1.32	3.2		2,235.71	48,524	85	48	2.20	4.6		3,022.99	7	118	25.62	397
Oil Springs—																			
1918	87.68	.....	18	.....	.....	.....	None	73.85	.....	7	.....	.....	.....	None	2,240.03	2	.....	.....	27
1919	214.44	.....	20	.....	.....	.....		173.97	.....	10	.....	.....	.....		4,151.58	3	.....	.....	33
1920	366.49	.....	20	.....	.....	.....		319.75	.....	12	.....	.....	.....		5,684.03	6	.....	.....	38
1921	701.04	10,587	42	21	1.39	6.6		503.46	6,975	17	34	2.40	7.2		6,970.28	33	177	39.38	92
Omemee—																			
1918	480.37	.....	58	.....	.....	.....	Flat	419.07	.....	23	.....	.....	.....	Flat	54.78	3	.....	.....	84
1919	733.28	10,387	70	12	87	7.0		623.24	9,530	29	24	1.79	7.5		670.27	5	39	17.19	104
1920	999.89	.....	83	.....	.....	.....		681.07	.....	24	.....	.....	.....		248.29	5	.....	.....	112
1921	1,213.80	42,000	84	.....	1.20	.....		781.01	15,000	30	.....	2.17	.....		2,081.00	6	133	15.65	120
Orangeville—																			
1917	1,641.42	22,895	144	13	95	7.2	10	1,903.38	32,805	82	33	1.93	5.8	10	2,902.60	4	133	22.58	230
1918	1,891.77	30,456	155	17	1.05	6.2		2,081.03	44,300	90	42	2.01	4.6		3,197.89	5	97	32.96	250
1919	2,390.39	39,464	179	19	1.11	6.0		2,352.35	62,441	97	54	2.02	3.8		3,797.70	7	141	26.93	283
1920	2,891.19	49,625	199	21	1.21	5.8		2,852.54	47,302	94	42	2.53	6.0		4,127.67	10	208	19.84	303
1921	3,660.49	63,990	221	24	1.38	5.7		3,707.47	76,793	95	67	3.25	4.8		4,211.74	10	160	26.32	326
Ottawa—																			
1912	62,598.18	.....	5,390	.....	.....	.....	7+8	51,365.91	.....	440	.....	.....	.....	7+8	25,299.94	90	.....	.....	5,920
1913	68,032.27	.....	5,766	.....	1.02	.....		53,438.04	.....	818	.....	7.08	.....		26,978.76	152	.....	.....	6,736
1914	68,767.48	1,376,353	6,342	19	95	.5		51,769.72	1,061,263	852	106	5.16	4.9		31,748.23	156	.....	.....	7,350
1915	67,441.19	1,767,519	7,338	22	82	3.8		46,636.99	1,501,978	1,060	131	4.07	3.1		32,126.50	140	.....	.....	8,538
1916	72,875.12	2,131,307	7,912	23	80	3.4		42,569.96	1,786,603	1,107	137	3.27	2.4		42,996.39	188	.....	.....	9,207
1917	81,506.24	2,376,141	8,636	24	82	3.4		48,546.77	2,048,160	1,167	150	3.57	2.4		63,173.09	204	3,553	17.72	10,007
1918	88,020.83	3,331,473	9,047	31	82	2.3		50,733.92	2,358,017	1,182	167	3.59	2.1		64,655.78	207	4,743	13.63	10,436
1919	97,402.16	4,825,279	8,976	45	90	2.0		52,187.97	3,235,802	1,212	212	3.59	1.6		63,255.59	205	4,401	14.37	10,393
1920	109,844.13	5,959,360	9,451	53	97	1.8		62,833.70	3,248,561	1,278	212	4.10	1.9		61,681.26	210	4,531	13.61	10,939
1921	131,863.72	8,056,660	9,955	67	1.10	1.6		67,251.51	3,674,286	1,349	227	4.15	1.8		63,333.74	228	4,685	13.52	11,532

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Otterville—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1917	537.88	.....	42	.....	.....	.....	None	290.37	.....	23	.....	.....	.....	None	47.44	1	.....	.....	66
1918	615.32	7,715	47	14	1.15	7.9		272.50	3,665	22	13	1.01	7.4		912.05	2	22	41.45	71
1919	861.40	11,200	62	15	1.16	7.7		440.31	2,350	15	13	2.45	.....		982.80	4	26	37.80	81
1920	1,156.08	14,783	70	18	1.38	7.8		618.41	7,818	20	33	2.70	8.3		1,770.64	4	43	41.18	94
1921	1,421.89	15,120	84	15	1.41	9.4		760.43	7,774	17	.....	.....	.....		1,401.36	4	43	32.59	105
Owen Sound—																			
1916	16,003.61	225,620	1,376	.....	.....	7.1	6.4+15	23,724.21	388,717	435	.....	.....	6.1	6.4+15	13,772.61	83	.....	.....	1,894
1917	15,740.76	266,322	1,438	16	93	5.9		13,809.15	341,361	419	67	2.71	4.1		28,667.22	84	1,176	24.37	1,944
1918	16,071.58	310,256	1,492	17	91	5.1		14,011.58	341,751	403	69	2.84	4.1		32,069.70	84	1,177	27.25	1,979
1919	17,879.28	605,348	1,611	31	93	3.0		13,931.89	521,847	418	101	2.78	2.7		23,289.00	92	1,005	23.17	2,121
1920	21,798.24	719,181	1,861	32	97	3.0		15,160.58	520,485	449	97	2.81	2.9		24,645.87	105	1,231	20.02	2,415
1921	26,511.72	700,833	2,075	28	1.06	3.8		16,442.16	730,759	457	133	3.00	2.2		29,116.14	109	1,403	20.75	2,641
Park Hill—																			
1920	1,530.39	.....	120	.....	.....	.....	10+52	1,106.09	.....	58	.....	.....	.....	10+25	110.15	1	10	.....	179
1921	3,049.70	29,648	146	17	1.74	10.3		2,243.54	17,506	58	24	3.22	12.8		1,186.35	3	29	40.91	207
Picton—																			
1919	.....	.....	604	.....	.....	.....	12.5	.....	.....	75	.....	.....	.....	12.5	1,239.91	26	52	23.84	705
1920	9,915.08	123,499	657	16	1.26	8.0		9,480.61	121,838	122	46	3.56	7.8		9,477.94	32	303	31.28	811
1921	11,840.43	142,582	698	17	1.41	8.3		9,641.61	112,546	156	60	5.15	8.6		12,162.97	31	343	35.46	885
Palmerston—																			
1916	6,102.25	.....	151	.....	.....	.....	Flat	282.57	.....	63	.....	.....	.....	Flat	.....	1	.....	.....	215
1917	2,506.76	32,672	171	16	1.22	7.7		2,780.86	51,029	71	60	3.26	5.5		1,225.68	2	57	21.50	244
1918	2,563.63	33,104	177	11	1.22	7.7		2,729.69	50,847	69	60	3.24	5.3		1,401.26	2	57	24.58	248
1919	3,253.16	52,780	213	21	1.27	6.2		3,344.29	54,590	75	61	.72	6.1		2,161.21	4	85	25.43	292
1920	4,283.77	102,555	234	36	1.53	4.2		4,036.64	90,508	75	101	4. 0	4.5		3,235.10	5	128	25.27	314
1921	5,035.03	124,636	255	41	1.62	4.0		4,736.84	95,314	80	99	4.93	5.0		4,581.69	6	171	26.79	341

Paris—																			
1914	4,766.23	65,037	354	.....	.....	.....	7+10	2,778.09	65,108	142	.....	.....	4.3	8+20	1,419.90	1	.....	.....	497
1915	5,071.54	87,239	477	17	1.01	5.8		4,063.03	100,259	150	57	2.32	4.1		6,328.33	4	.....	.....	631
1916	5,877.57	127,382	552	21	96	4.6		3,805.95	96,750	150	53	2.11	3.9		8,974.66	4	.....	.....	706
1917	6,620.91	155,986	581	23	98	4.2		4,303.71	105,150	161	56	2.31	4.0		8,828.42	5	416	21.22	747
1918	7,839.11	155,406	625	21	1.08	5.0		4,339.77	86,904	162	44	2.23	4.9		12,951.24	8	556	23.29	795
1919	7,447.39	237,276	663	30	94	3.1		4,436.78	90,539	168	45	2.20	4.9		14,226.43	12	579	24.57	843
1920	7,696.27	237,103	757	26	85	3.2		4,411.23	.....	182	.....	2.02	...		16,414.88	13	805	20.39	952
1921	9,368.93	366,497	875	35	90	2.5		4,532.48	173,264	188	77	2.01	2.6		16,844.82	18	930	18.11	1,081
Penetang—																			
1912	1,676.26	.....	101	.....	.....	.....	9	3,836.30	.....	87	.....	.....	.....	9	2,207.51	13	.....	.....	201
1913	1,989.80	27,199	128	.19	1.44	7.3		4,511.16	58,111	91	55	4.23	7.7		8,775.95	15	.....	.....	234
1914	1,936.73	35,163	153	21	1.15	5.5		3,064.83	66,489	100	58	2.68	4.6		8,001.69	15	.....	.....	268
1915	2,050.69	42,483	174	22	1.04	4.8		2,676.60	78,657	102	65	2.21	3.4		10,048.08	15	.....	.....	291
1916	2,317.37	49,242	189	23	1.06	4.7		2,706.74	83,448	95	71	2.30	3.2		11,650.03	16	.....	.....	290
1917	2,486.82	62,546	199	27	1.07	4.0		2,677.81	80,783	93	72	2.38	3.3		10,234.73	14	476	21.50	306
1918	2,855.29	76,516	215	30	1.15	3.7		2,363.45	71,085	95	63	2.09	3.3		9,701.55	14	350	27.71	324
1919	3,074.74	83,950	263	27	97	3.6		2,874.63	94,491	107	74	2.24	3.0		15,438.43	19	681	22.67	389
1920	4,971.07	116,449	328	28	1.26	4.5		3,340.35	119,686	91	110	3.06	2.8		22,164.67	25	934	23.73	444
1921	6,714.63	143,891	375	32	1.50	4.7		3,798.95	96,932	89	91	3.56	3.9		19,645.20	28	581	33.81	492
Peterborough—																			
1914	8,661.71	.....	2,692	.....	.....	.....		7,749.91	.....	507	.....	.....	.....	Flat	7,013.23	93	.....	.....	3,292
1915	27,998.24	.....	3,221	.....	79	.....	Flat	27,563.41	.....	602	.....	4.14	....	Flat	30,185.83	113	.....	.....	3,936
1916	31,020.72	510,359	3,401	13	78	6.1		26,403.82	467,663	602	65	3.66	5.6		36,597.04	117	.....	.....	4,120
1917	40,043.65	973,937	4,152	22	88	4.1		26,601.65	613,865	671	80	3.49	4.3		46,235.49	122	2,871	16.10	4,945
1918	43,049.23	1,166,437	4,409	22	83	3.6		24,679.61	883,196	699	107	3.00	2.7		48,055.38	119	3,432	14.00	5,227
1919	46,282.34	1,378,472	4,257	27	91	3.3		27,616.40	1,207,218	652	164	3.53	2.2		38,930.06	119	2,317	16.80	5,028
1920	51,291.38	1,659,204	4,463	31	96	3.1		30,144.81	1,595,400	689	193	3.64	1.9		51,072.38	121	3,109	16.43	5,273
1921	59,506.10	2,027,601	4,663	36	106	2.9		35,364.67	1,964,887	729	225	4.04	1.8		76,195.98	129	4,772	15.97	5,521
Petrolia—																			
1917	3,346.54	54,138	292	15	95	6.1	14+20	3,837.48	61,972	150	34	2.13	6.2	14+20	6,666.29	34	216	30.86	476
1918	4,096.58	64,342	315	17	1.12	6.3		4,138.05	64,510	158	34	2.23	6.4		11,491.46	40	345	33.30	513
1919	5,024.22	88,243	367	20	1.14	5.7		4,761.37	81,003	163	41	2.43	5.9		16,712.15	53	497	33.62	583
1920	6,034.68	112,806	427	22	1.18	5.3		5,447.61	94,755	176	45	2.58	5.7		19,193.71	59	581	33.04	662
1921	7,786.04	151,611	503	25	1.29	5.1		6,246.63	105,872	187	47	2.78	5.9		21,483.70	61	664	32.35	751
Perth—																			
1919	8,477.47	137,658	479	24	1.47	6.2	8	6,748.11	143,305	157	76	3.58	4.7	8	8,550.93	15	250	34.20	651
1920	10,216.95	218,792	564	32	1.51	4.7		7,025.19	122,988	166	62	3.53	5.7		15,648.27	19	494	31.68	749
1921	12,485.61	256,470	610	35	1.71	4.9		8,879.44	142,086	174	68	4.25	6.2		18,021.42	19	515	34.99	803

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Plattsville—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c	cents	cents	$ c.			$ c.	
1915	551.39	6,061	56	.....	.....	9.1	None	477.71	5,091	20	.....	.....	9.4	None	1,128.27	4	.....	.....	80
1916	666.30	7,422	60	11	96	9.0		580.62	5,900	22	14	1.35	9.8		1,436.62	3	.....	.....	85
1917	670.35	7,220	60	10	93	9.3		583.58	6,714	22	25	2.21	8.7		768.37	2	37	20.77	84
1918	699.99	9,011	60	11	97	8.7		636.88	8,489	23	31	2.35	7.5		1,596.81	2	60	26.60	85
1919	795.79	8,967	62	12	1.07	8.9		826.27	15,051	27	46	2.40	5.2		3,053.72	2	65	46.98	91
1920	969.31	11,294	65	14	1.24	8.6		873.81	14,655	26	47	2.80	6.0		3,155.32	3	92	34.30	94
1921	1,066.62	14,362	77	15	1.15	7.4		706.15	10,570	20	44	2.94	6.7		302.26	2	15	20.15	99
Port Arthur—																			
1913	81,830.66	.....	2,409	.....	.....	.....	8+25	*	.....	500	.....	.....	.....	8+25	51,748.11	55	.....	.....	2,464
1914	38,097.65	.....	2,969	.....	.....	.....		32,933.91	.....	550	.....	.....	.....		92,804.49	55	.....	.....	3,574
1915	32,048.37	.....	2,800	.....	.....	.....		28,662.58	.....	550	.....	.....	.....		85,060.78	50	.....	.....	3,900
1916	31,152.52	.....	2,701	.....	.....	.....		27,439.63	.....	481	.....	.....	.....		96,913.51	46	.....	.....	3,228
1917	33,358.31	.....	2,783	.....	.....	.....		28,235.05	.....	503	.....	.....	.....		111,367.47	42	5,093	21.88	3,328
1918	37,216.29	1,157,382	2,807	34	1.11	3.2		31,612.57	919,826	535	147	5.07	3.4		142,118.26	42	6,967	20.39	3,384
1919	41,584.37	1,342,696	2,633	43	1.32	3.1		33,390.02	978,503	625	131	4.45	3.4		168,517.53	58	8,420	20.01	3,316
1920	45,432.34	1,641,294	2,960	45	1.28	2.8		32,165.55	1,078,290	590	152	4.54	3.0		178,529.32	59	8,983	19.57	3,609
1921	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
Port Colborne—																			
1920	4,301.69	101,020	465	25	1.00	4.2		3,082.14	89,448	132	80	2.25	3.5	4	2,718.09	13	140	19.45	610
1921	8,220.47	164,365	579	24	1.18	5.0	10	5,125.80	140,397	151	79	2.83	3.6		4,381.18	17	181	24.20	747
Pt. Credit—																			
1913	1,963.22	.....	93	.....	.....	.....	None	*	.....	21	.....	.....	.....	None	848.59	2	.....	.....	116
1914	2,461.42	41,862	125	.....	.....	6.0		*	.....	35	.....	.....	6.0		308.88	2	.....	.....	162
1915	1,975.29	36,484	141	23	1.24	5.4		587.11	17,934	33	44	1.18	3.3		236.47	3	.....	.....	177
1916	1,781.49	44,251	145	26	1.04	4.0		464.02	13,800	33	35	1.17	3.3		257.40	3	.....	.....	181
1917	1,822.36	42,378	162	23	98	4.3		452.84	12,833	33	33	1.14	3.5		246.63	3	23	.....	198
1918	2,107.78	58,660	164	29	1.07	3.5		509.82	15,875	33	40	1.28	3.2		203.48	3	23	....	200
1919	2,459.05	78,097	182	36	1.13	3.1		669.12	16,213	39	35	1.43	4.1		245.57	3	23	....	224
1920	3,173.10	96,791	199	40	1.33	3.3		1,164.86	46,568	44	81	2.21	2.7		406.02	3	33	12.30	246
1921	3,878.10	130,797	221	49	1.46	3.0		1,479.06	48,529	42	93	2.77	3.0		1,536.81	6	64	24.01	269

Pt. Dalhousie—																			
1913	3,742.54	.....	238	.....	.....	.....	Flat	*	.....	*	.....	.....	.....	Flat	347.28	3	.....	.....	241
1914	3,656.01	.....	240	.....	.....	.....		*	.....	10	.....	.....	.....		429.54	3	.....	.....	253
1915	3,608.70	.....	250	.....	.....	.....		.....	.....	10	.....	.....	.....		252.12	2	.....	.....	262
1916	2,868.05	.....	330	.....	.....	.....		782.99	.....	32	.....	.....	.....		339.12	8	.....	.....	370
1917	3,249.37	.....	330	.....	.....	.....		881.01	.....	32	.....	.....	.....		321.67	8	.....	.....	370
1918	3,224.98	.....	366	.....	.....	.....		799.78	.....	29	.....	.....	.....		615.76	10	53	.....	405
1919	3,620.82	.....	338	.....	.....	.....		1,155.84	.....	32	.....	.....	.....		948.66	10	84	.....	380
1920	4,055.23	92,034	360	23	96	4.5		1,059.28	23,916	34	60	2.67	4.4		1,234.39	9	85	14.50	403
1921	5,134.11	98,418	373	22	1.15	5.2		1,018.97	22,915	28	68	3.03	4.4		1,054.38	7	71	14.85	408
Pt. McNicoll—																			
1915	415.03	6,037	60	.....	.....	6.8	None	311.20	6,542	26	.....	1.07	4.7	None	.....	.....	.....	.....	86
1916	618.82	9,450	66	12	82	6.5		301.92	4,738	21	17	.....	6.4		7.37	1	.....	.....	88
1917	829.39	.....	78	.....	.....	.....		381.25	.....	21	.....	.....	.....		77.41	1	.....	.....	100
1918	878.50	15,481	82	16	91	5.6		427.47	7,639	19	31	1.78	5.5		28.09	1	3	.....	102
1919	1,201.52	18,536	100	15	1.00	6.5		528.68	8,890	22	34	2.00	5.9		51.13	1	.....	.....	123
1920	1,514.24	22,640	103	18	1.22	6.7		566.00	9,560	22	36	2.14	5.9		87.40	1	2	43.70	126
1921	1,879.68	30,108	106	24	1.48	6.2		692.07	13,992	26	42	2.22	4.9		109.77	1	3	36.59	133
Pt. Stanley—																			
1912	897.02	.....	122	.....	.....	.....	Flat	1,106.63	.....	40	.....	.....	.....	Flat	1,314.70	3	.....	.....	165
1913	1,828.06	.....	182	.....	.....	.....		1,771.70	.....	60	.....	.....	.....		2,418.00	9	.....	.....	251
1914	2,066.41	.....	229	.....	.....	.....		1,753.60	.....	72	.....	.....	.....		2,170.83	12	.....	.....	313
1915	2,498.57	.....	274	.....	.....	.....		1,736.42	.....	73	.....	.....	.....		2,064.76	9	.....	.....	356
1916	2,956.97	.....	308	.....	.....	.....		1,551.37	.....	72	.....	.....	.....		1,985.92	11	.....	.....	391
1917	3,386.56	.....	323	.....	.....	.....		1,714.56	.....	57	.....	.....	.....		3,174.23	6	.....	.....	396
1918	3,736.63	59,736	140	21	1.34	6.2		1,734.62	21,927	67	27	2.15	7.9		2 738.60	16	80	34.23	223
1919	4,433.44	.....	388	.....	95	.....		1,973.57	.....	75	.....	2.20	.....		2,996.19	17	77	38.91	480
1920	5,003.83	.....	439	.....	95	.....		1,696.00	38,808	89	36	1.59	4.4		5,324.27	20	161	33.07	548
1921	6,558.51	367,909	481	64	1.14	.....		1,608.99	72,080	111	54	1.21	.....		5,344.03	19	174	30.71	611
Prescott—																			
1914	4,868.75	.....	342	.....	.....	.....	9	3,600.00	.....	122	.....	.....	.....	9	1,099.27	10	.....	.....	474
1915	4,058.14	67,130	369	16	95	6.0		3,033.62	62,647	145	39	1.89	4.8		3,431.45	11	.....	.....	525
1916	4,186.96	63,304	380	15	93	6.6		3,611.95	71,794	133	43	2.16	5.0		4,141.90	22	.....	.....	525
1917	4,865.40	79,202	381	17	1.06	6.1		3,999.55	88,386	134	55	2.49	4.5		5,010.65	14	232	21.60	529
1918	4,783.96	79,573	414	16	1.00	6.0		3,663.18	87,224	134	54	2.27	4.2		5,595.29	14	257	21.77	562
1919	5,354.77	96,876	524	19	1.05	5.5		3,556.77	69,093	126	46	2.35	5.1		4,946.97	18	243	20.36	568
1920	5,952.58	113,550	456	21	1.09	5.2		4,043.40	81,398	136	50	2.48	4.9		5,206.91	21	257	20.26	613
1921	7,851.66	122,369	466	22	1.40	6.4		4,730.49	89,896	133	56	2.96	5.3		5,721.94	18	270	22.19	617

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Preston—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1912	4,234.68	.....	341	.....	.....	.....	9+20	5,237.99	.....	131	.....	.....	.....	9+20	15,478.14	21	.....	.....	492
1913	5,477.10	83,852	526	16	1.05	6.5		5,366.77	103,000	151	61	3.18	5.2		21,017.68	28	.....	.....	705
1914	6,520.39	108,257	629	14	90	6.0		5,011.15	106,675	165	56	2.64	4.7		21,975.26	29	.....	.....	823
1915	6,615.91	129,896	714	16	82	6.1		4,488.76	118,756	174	58	2.21	3.8		21,698.34	30	.....	.....	918
1916	7,341.15	186,361	785	21	82	3.9		4,779.76	155,325	182	72	2.24	3.1		22,624.37	34	.....	.....	1,001
1917	8,956.89	215,302	843	22	91	4.2		5,733.82	159,885	186	72	2.60	3.5		24,569.60	35	1,353	18.16	1,064
1918	9,090.16	254,288	871	24	88	3.5		4,981.29	158,257	190	70	2.20	3.1		23,016.09	37	1,235	18.63	1,098
1919	10,345.24	302,252	935	27	92	3.4		6,320.68	227,636	193	97	2.73	2.8		27,339.13	40	1,505	18.17	1,168
1920	11,667.41	411,997	1,010	34	96	2.8		7,902.05	287,866	193	124	3.41	2.7		29,895.21	41	1,902	15.72	1,244
1921	15,234.56	472,870	1,074	37	1.10	3.2		8,008.17	311,846	196	133	3.40	2.6		32,165.77	42	1,755	18.33	1,312
Princeton—																			
1915	440.42	.....	30	.....	.....	.....	None	81.57	.....	15	.....	.....	.....	None	.....	.....	.....	.....	45
1916	657.80	7,739	44	17	1.48	8.5		127.81	1,278	11	8	83	10.6		192.92	.....	.....	.....	55
1917	789.51	8,412	46	16	1.46	9.4		178.43	1,290	12	9	1.24	.....		.....	.....	.....	.....	58
1918	657.45	6,960	47	12	1.17	9.4		181.19	2,367	12	16	1.25	7.6		.....	.....	.....	.....	59
1919	845.12	.....	48	.....	1.47	.....		229.56	.....	12	.....	1.60	.....		.....	.....	.....	.....	60
1920	1,104.05	.....	64	.....	1.45	.....		339.38	.....	13	.....	2.17	.....		.....	.....	.....	.....	77
1921	1,223.37	12,036	55	18	1.85	10.2		393.41	3,570	10	30	3.28	11.0		.....	.....	.....	.....	65
Ridgetown—																			
1916	2,173.64	24,975	174	.....	.....	8.7	10+25	2,838.32	32,594	101	.....	.....	8.7	10+25	740.86	3	.....	.....	278
1917	2,551.69	31,381	205	14	1.12	8.1		2,720.19	26,199	98	22	2.31	10.3		2,245.85	5	96	23.39	308
1918	2,726.19	33,538	221	13	1.06	8.1		2,434.14	32,567	97	30	2.08	7.4		4,188.49	6	135	31.02	324
1919	3,364.53	47,770	269	15	1.04	7.1		2,911.80	46,266	102	38	2.38	6.3		4,510.09	8	166	27.17	379
1920	4,054.63	63,938	317	15	1.07	7.1		3,474.32	62,322	108	48	2.68	5.6		5,249.31	8	169	31.06	433
1921	4,524.10	79,775	359	19	1.05	5.7		3,401.55	64,552	121	44	2.34	5.3		6,200.89	9	191	32.46	489

Rockwood—																			
1913	230.27	.....	48	.....	.....	.....	None	*	.....	9	.....	.....	.....	None	470.82	1	.....	.....	58
1914	848.55	7,824	54	13	1.38	8.8		*	.....	7	.....	.....	8.8		1,542.01	3	.....	.....	64
1915	731.97	9,500	65	13	1.03	7.7		251.27	3,300	10	32	2.46	7.7		907.57	3	.....	.....	78
1916	733.66	11,263	72	14	89	6.5		388.05	5,930	11	47	3.08	6.4		903.57	5	.....	.....	87
1917	795.54	12,740	77	14	90	6.2		380.90	6,061	15	39	2.44	6.3		1,097.05	3	59	18.60	95
1918	860.14	13,242	79	14	91	6.4		372.56	5,812	14	33	2.14	6.4		1,087.21	4	59	18.43	97
1919	1,023.14	17,602	93	16	92	5.8		384.46	6,571	17	32	1.90	5.9		1,177.94	4	59	19.97	114
1920	1,382.39	22,935	94	20	1.23	6.2		408.73	6,116	18	28	1.89	6.7		1,310.28	4	60	21.84	116
1921	1,799.39	27,899	112	21	1.34	6.4		584.02	7,607	16	40	3.04	7.7		2,056.68	4	73	28.17	132
Rodney—																			
1917	587.46	.....	57	.....	.....	.....	None	665.84	.....	41	.....	.....	.....	None	.....	.....	.....	.....	98
1918	794.65	6,522	63	9	1.10	12.0		911.63	7,916	44	15	1.78	11.5		.....	.....	.....	.....	107
1919	1,050.66	10,423	78	11	1.12	10.1		1,124.65	9,712	46	18	2 04	11.4		1,657.98	2	47	35.28	126
1920	1,516.38	15,389	104	12	1.21	9.9		1,373.38	12,641	53	20	2.16	10.9		1,506.77	2	55	27.40	159
1921	1,849.15	20,809	120	14	1.28	8.9		1,548.45	14,445	56	21	2.30	10.7		1,427.43	2	51	27.99	178
Sarnia—																			
1917	25,655.32	385,770	2,150	15	99	6.6	6	18,724.77	405,824	439	75	3.55	4.4	5—4	33,693.36	58	1,014	33.23	2,647
1918	28,772.83	549,370	2,380	20	1.05	5.2		19,935.11	494,635	445	93	3.75	4.0		35,272.45	62	1,110	31.78	2,887
1919	33,920.44	720,871	2,681	22	1.05	4.7		22,668.63	534,075	492	91	3.84	4.2		68,714.03	70	2,065	33.28	3,243
1920	44,174.44	1,028,520	2,918	29	1.26	4.3		28,041.43	566,212	477	98	4.90	5.0		100,632.53	65	2,687	37.45	3,460
1921	51,857.64	1,473,021	3,591	34	1.20	3.5		29,269.89	841,088	546	127	4.47	3.5		90,166.93	79	2,816	22.02	4,216
Scarboro Twp.—																			
1919	.....	58,961	428	12	.....	.....	None	.....	4,054	9	30	.....	.....	None	.....	1	.....	.....	438
1920	.....	144,202	652	18	.....	.....		*	3,374	8	35	.....	.....		3,083.31	3	59	52.26	663
1921	13,932.01	305,779	947	27	1.23	4.5		943.89	18,096	15	100	5.24	5.2		3,920.18	8	119	32.94	960
Seaforth—																			
1913	2,124.18	24,665	178	.....	.....	8.6		2,876.47	34,789	105	.....	.....	8.3		7,509.99	10	.....	.....	293
1914	2,467.36	37,453	211	16	1.06	6.8	8+25	2,581.30	45,492	112	35	1.98	5.6	8+25	7,707.01	10	.....	.....	333
1915	2,593.70	43,162	238	16	96	6.0		2,724.84	48,840	111	37	2.03	5.6		7,685.52	11	.....	.....	360
1916	3,045.65	51,884	280	17	97	5.9		2,941.03	56,380	110	43	2.22	5.2		9,684.11	12	.....	.....	402
1917	3,437.49	59,870	298	17	96	5.8		2,902.34	49,593	112	37	2.16	5.8		15,125.30	13	401	37.72	423
1918	3,675.33	65,761	311	18	99	5.6		2,874.71	50,140	108	38	2.17	5.7		21,124.99	12	573	36.86	431
1919	4,209.20	80,479	326	21	1.08	5.2		3,460.97	62,055	119	43	2.42	5.6		12,054.95	13	469	25.70	455
1920	4,606.78	94,972	400	20	96	4.8		3,764.88	79,380	117	56	2.68	4.8		9,860.95	13	360	27.39	530
1921	5,870.40	138,859	447	26	1.09	4.2		3,610.84	89,515	124	60	2.43	4.0		9,993.15	13	407	24.55	584
Shelburne—																			
1917	1,625.28	28,451	133	18	1.02	5.7	10	1,362.06	23,807	74	27	1.53	5.7	10	620.14	4	28	22.15	210
1918	1,749.09	31,280	142	19	1.06	5.5		1,416.45	25,820	76	28	1.57	5.4		2,465.07	5	102	24.16	223
1919	2,046.30	40,546	170	20	1.00	5.0		1,645.38	32,215	76	35	1.80	5.1		2,606.52	3	107	24.36	249
1920	2,616.47	42,896	182	19	1.18	6.1		2,084.51	34,331	81	35	2.14	6.1		4,086.32	9	173	23.62	272
1921	3,754.83	60,112	206	24	1.52	6.2		2,862.25	48,759	80	51	2.98	5.9		4,460.29	7	181	24.64	293

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality	Year	Domestic Light							Commercial Light							Power				Total Number Consumers
		Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Simcoe—		$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
	1915	351.67	5,227	35	.....	.....	6.7	None	1,386.89	26,852	61	.....	.....	5.1	None	766.42	8	.....	.....	153
	1916	1,857.61	13,238	57	.....	.....	6.5		2,292.28	46,254	84	53	2.63	5.0		1,386.33	12	.....	.....	198
	1917	1,346.19	25,468	79	31	1.65	5.3		3,054.71	71,756	103	64	2.74	4.3		1,819.98	16	89	20.45	.....
	1918	1,544.94	29,766	103	27	1.41	5.1		3,134.81	75,588	111	59	2.44	4.1		2,012.87	16	97	20.75	230
	1919	2,237.23	40,838	134	25	1.40	5.5		4,431.49	96,254	126	62	2.93	4.7		2,766.80	80	134	20.65	278
	1920	2,960.86	63,962	176	30	1.40	4.6		5,036.58	131,406	136	80	3.09	3.8		2,856.90	20	155	18.43	332
	1921	3,446.47	95,067	222	36	1.28	3.6		4,967.07	170,629	154	92	2.69	2.9		4,130.39	21	232	17.80	397
Smith's Falls—																				
	1919	12,798.23	303,116	1,017	25	1.05	4.2	8	8,267.12	216,517	226	80	3.05	3.8	8	12,127.54	28	438	27.69	1,271
	1920	19,399.20	.....	1,121	.....	.....	.....		11,655.03	.....	240	.....	.....	.....		22,392.75	31	668	33.50	1,394
	1921	24,285.20	448,540	1,162	32	1.74	5.4		12,264.33	244,781	232	88	4.41	5.2		25,304.04	37	795	31.83	1,431
Springfield—																				
	1918	738.06	7,332	40	.....	.....	.....	None	526.02	6,161	18	.....	.....	.....	None	650.34	2	25	.....	60
	1919	900.59	9,413	47	17	1.60	9.6		635.08	8,595	21	34	2.52	7.4		545.33	2	28	19.48	70
	1920	961.07	10,813	50	18	1.60	8.9		697.17	8,281	21	33	2.75	8.4		648.72	2	28	23.17	73
	1921	1,110.81	13,368	53	21	1.75	8.3		574.12	.....	22	.....	2.20	.....		528.69	2	27	19.58	77
Stamford Twp.—																				
	1920	6,951.53	.....	673	.....	.....	.....	None	.....	.....	27	.....	.....	.....	None	7,276.54	11	.....	.....	711
	1921	10,340.84	.....	770	.....	.....	.....		.....	.....	20	.....	.....	.....		6,937.46	9	.....	.....	799

Stratford—																			
1912	6,942.56	.....	640	.....	90	.....	12+25	14,661.16	.....	316	.....	3.86	.....	12+25	8,834.40	76	.....	.....	1,032
1913	11,550.71	.....	1,042	.....	1.02	.....		17,072.61	.....	367	.....	4.15	.....		14,272.59	92	.....	.....	1,501
1914	15,180.91	269,459	1,403	18	1.03	5.5		16,336.30	345,639	396	76	3.55	4.7		16,519.24	99	.....	.....	1,898
1915	16,967.58	388,200	1,724	21	90	4.4		14,766.75	400,686	439	79	2.92	3.7		15,415.78	104	.....	.....	2,267
1916	20,108.76	553,441	1,993	26	90	3.6		14,803.08	601,616	463	110	2.75	2.5		23,506.12	103	.....	.....	2,559
1917	26,614.85	831,496	2,492	31	99	3.2		16,385.81	613,108	388	120	3.21	2.6		27,846.16	112	1,167	23.86	2,992
1918	29,314.17	1,047,437	2,626	34	95	2.7		15,261.26	518,122	399	109	3.23	2.9		27,845.41	118	1,231	22.56	3,143
1919	35,342.84	1,380,776	2,898	40	1.02	2.6		17,330.26	636,710	408	130	4.53	2.7		26,420.07	124	1,250	21.14	3,430
1920	41,679.50	1,956,442	3,193	51	1.09	2.1		19,050.82	779,670	423	154	3.75	2.4		34,923.07	137	1,618	21.58	3,753
1921	50,918.45	2,646,048	3,414	63	1.24	1.9		19,459.85	828,518	455	152	3.56	2.3		33,036.65	146	1,702	19.41	4,015
Stayner—																			
1913	158.48	.....	120	.....	.....	.....		116.91	.....	30	.....	.....	.....		301.86	2	.....	.....	152
1914	909.58	9,200	108	7	66	9.9		747.93	11,000	56	20	1.45	6.7		1,699.08	2	.....	.....	156
1915	995.47	11,845	106	9	78	8.4	Flat	933.55	13,725	56	20	1.39	6.8	Flat	1,694.94	2	.....	.....	164
1916	1,012.15	11,995	115	9	76	9.2		997.39	12,955	65	18	1.37	7.7		1,835.29	3	.....	.....	183
1917	1,109.46	13,883	124	10	78	7.9		957.56	17,169	59	23	1.29	5.6		1,009.88	5	44	22.95	188
1918	1,180.03	13,826	132	10	76	7.0		914.85	15,682	57	22	1.31	5.8		1,982.63	4	78	25.41	193
1919	1,368.49	24,969	134	14	85	6.1		1,334.50	21,766	60	30	1.85	6.1		3,382.97	5	134	25.23	199
1920	1,896.77	24,748	151	14	1.05	7.7		1,683.99	26,620	62	36	2.26	6.3		3,826.06	5	171	22.38	218
1921	2,534.35	40,043	164	20	1.29	6.3		2,301.30	34,034	65	44	2.95	6.8		3,006.88	9	126	23.86	238
Strathroy—																			
1915	3,380.78	36,200	233	.....	.....	9.3	12+25	4,701.76	50,469	147	.....	.....	9.3	12+25	700.49	5	.....	.....	385
1916	3,318.45	51,197	314	16	1.01	6.5		3,817.38	66,325	152	37	2.12	5.8		2,927.36	8	.....	.....	474
1917	4,355.25	71,509	375	17	1.05	6.1		3,554.88	62,205	153	34	1.94	5.7		4,138.79	11	175	23.65	539
1918	4,926.25	106,921	381	23	1.08	4.6		3,588.67	73,822	142	41	2.02	4.8		7,447.74	12	727	10.24	535
1919	5,589.48	112,946	417	23	1.12	4.9		4,228.41	89,732	147	51	2.40	4.7		7,064.29	13	258	27.38	577
1920	6,891.04	155,682	479	27	1.20	4.4		5,037.74	115,923	159	61	2.64	4.3		11,192.48	22	502	22.29	660
1921	7,927.50	205,236	537	32	1.23	3.9		5,436.85	122,041	165	62	2.75	4.4		13,145.24	23	604	21.76	725
Sunderland —																			
1915	794.83	.....	57	.....	.....	.....	12.5	939.85	.....	36	.....	.....	.....	12.5	.....	.....	.....	.....	93
1916	752.64	7,714	61	11	1.06	9.8		840.22	9,644	37	45	1.92	9.0		211.86	1	.....	.....	99
1917	858.64	10,369	58	15	1.29	8.3		745.91	10,108	27	26	1.94	7.4		731.14	2	34	21.50	87
1918	988.01	11,631	65	15	1.33	8.4		735.19	7,867	31	22	2.11	9.3		825.04	1	30	27.50	97
1919	1,123.51	14,103	71	17	1.32	8.0		905.32	10,497	32	24	2.36	9.8		1,001.01	1	30	33.37	104
1920	1,580.01	17,349	79	18	1.66	9.1		1,060.24	10,876	34	27	2.60	9.7		790.48	1	30	26.35	114
1921	1,851.55	16,233	79	17	1.95	11.4		1,398.04	9,850	35	23	3.33	14.2		814.60	2	30	27.15	116

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921 ; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
St. Catharines—		Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1914	2,013.48	53,572	833	.....	.....	3.7	7	412.75	22,843	92	.....	.....	1.9	7	12,742.98	20	.....	.....	945
1915	9,540.70	273,389	1,612	19	65	3.5		3,810.11	196,056	192	115	2.23	1.9		25,193.30	34	.....	.....	1,838
1916	16,419.57	591,765	2,410	24	68	2.8		5,925.49	318,877	247	121	2.25	1.5		40,688.67	48	.....	.....	2,705
1917	24,275.56	1,038,894	2,833	31	77	2.3		6,024.34	392,524	270	127	1.99	1.5		71,138.36	52	4,418	16.10	3,155
1918	30,187.05	1,448,273	3,022	40	84	2.0		6,028.41	374,447	279	113	1.83	1.6		94,632.33	53	4,873	19.41	3,454
1919	36,710.19	1,815,947	3,428	44	89	2.0		7,401.09	489,325	299	136	2.06	1.5		48,616.67	52	3,301	14.73	3,719
1920	46,123.30	2,899,265	3,703	65	1.04	1.6		8,930.44	627,664	338	155	2.20	1.4		60,203.07	69	3,799	15.85	4,110
1921	55,560.41	3,932,393	4,040	81	1.15	1.4		10,321.67	685,855	360	159	2.39	1.5		54,947.24	84	3,773	14.56	4,484
St. George—																			
1915	203.23	.....	39	.....	.....	.....	None	139.16	.....	14	.....	.....	.....	None	311.30	1	.....	.....	54
1916	832.23	11,483	56	20	1.46	7.2		474.38	7,031	24	31	2.08	6.7		583.52	2	.....	.....	82
1917	1,046.91	15,314	60	22	1.50	6.8		478.96	8,067	23	29	1.74	5.9		642.64	3	35	18.36	86
1918	1,138.63	14,034	64	18	1.53	8.1		456.16	8,405	25	29	1.58	5.4		1,379.58	4	44	31.35	93
1919	1,399.56	17,841	71	21	1.64	7.8		595.23	10,711	25	36	1.99	5.5		2,254.91	4	75	30.06	100
1920	1,390.96	19,694	80	20	1.45	7.1		711.98	13,764	24	48	2.47	5.2		2,010.11	4	71	28.31	108
1921	1,312.39	22,771	87	22	1.24	5.8		656.56	13,845	25	46	2.19	4.7		2,029.88	4	78	26.02	116
St. Jacobs—																			
1918	570.67	7,000	43	.....	.....	.....	None	521.00	7,559	21	.....	.....	.....	None	2,160.76	1	.....	.....	65
1919	615.87	7,992	48	14	1.07	7.7		517.40	6,462	22	24	1.96	8.0		2,031.33	2	66	30.87	72
1920	742.62	14,600	60	20	1.03	5.1		494.93	4,588	14	26	2.78	10.8		2,431.32	2	.....	.....	76
1921	989.14	16,370	57	24	1.45	6.0		524.38	6,049	23	22	1.90	8.7		2,303.05	2	77	29.91	82

St. Marys—																			
1912	4,967.16	.....	240	.....	.....	.....	9+15	4,069.20	.....	143	.....	.....	.....	9+15	6,001.30	20	.....	.....	402
1913	3,815.77	44,801	396	12	1.00	8.5		4,553.73	62,486	160	34	2.50	7.3		8,221.72	29	.....	.....	588
1914	4,614.95	67,375	454	13	90	6.7		4,733.33	75,257	161	39	2.46	6.3		10,610.0	30	.....	.....	645
1915	5,073.97	72,819	528	12	86	6.9		4,222.53	75,644	151	40	2.25	5.5		8,379 87	33	.....	.....	712
1916	5,020.33	127,274	563	19	77	3.9		3,161.26	79,768	161	42	1.69	4.0		9,266.74	28	.....	.....	752
1917	5,552.22	140,001	583	20	81	4.0		3,052.62	87,774	161	45	1.58	3.5		8,814.71	30	472	18.67	774
1918	6,341.15	173,316	606	24	88	3.6		2,973.06	86,665	180	42	1.45	3.4		8,510.57	34	426	19.97	820
1919	8 046.60	233,881	728	27	92	3.4		3,526.28	133,805	151	74	1.95	2.6		8,996.31	32	487	18.47	911
1920	9,598.64	306,916	759	34	1.05	3.1		4,593.72	154,624	151	85	2.53	3.0		15,497.27	40	671	23.10	950
1921	12,479.26	406,040	811	42	1.28	3.1		5,952.89	178,536	153	97	3.24	3.3		22,885.85	42	856	26.73	1,006
St. Thomas—																			
1912	7,596.01	.....	620	.....	.....	.....	11	18,741.74	.....	300	.....	.....	.....	11	14,761.30	60	.....	.....	980
1913	11,125.50	187,000	951	19	1.18	5.9		16,097.41	272,000	329	72	4.26	5.9		36,550.26	70	.....	.....	1,350
1914	13,221.00	277,539	1,499	19	90	4.8		13,480.75	346,994	384	81	3.15	3.9		44,247.13	92	.....	.....	1,975
1915	16,517.37	460,103	1,903	23	81	3.6		13,422.48	504,679	434	102	2.73	2.7		44,780.45	101	.....	.....	2,438
1916	20,210.52	629,102	2,241	25	81	3.2		15,145.47	607,131	464	93	2.81	2.5		46,698.91	107	.....	.....	2,812
1917	22,620.72	759,512	2,524	27	79	3.0		14,843.27	600,317	472	107	2.64	2.5		44,977.52	112	2,349	19.15	3,108
1918	25,561.20	877,011	2,654	28	82	2.9		12,332.86	694,990	481	121	2.15	1.7		53,973.48	112	2,546	21.19	3,247
1919	29,904.22	1,001,693	3,073	27	81	2.9		14,958.16	796,838	504	132	2.47	1.9		54,035.16	112	2,754	19.62	3,689
1920	39,060.45	1,486,606	3,485	36	93	2.6		19,489.14	868,845	523	138	3.10	2.2		53,682.89	112	3,167	16.95	4,120
1921	41,410.99	1,749,059	3,355	43	1.03	2.4		21,113.52	983,369	547	150	3.22	2.1		50,755.91	110	3,300	15.38	4,012
Tara—																			
1918	428.50	.....	45	.....	.....	.....	None	392.66	.....	34	.....	.....	.....	None	352.49	1	.....	.....	80
1919	601.28	9,807	59	14	85	6.1		694.94	11,526	38	24	1.52	6.0		519.73	3	27	19.24	100
1920	1,093.36	16,329	71	19	1.28	6.7		1,047.54	13,127	42	26	2.08	8.0		950.40	5	46	20.66	118
1921	1,824.49	22,922	81	24	2.54	7.9		1,787.89	15,682	39	34	3.82	11.4		1,134.69	6	.....	.....	126
Tavistock—																			
1917	1,155.03	.....	80	.....	.....	.....	10	1,396.92	.....	64	.....	.....	.....	10	1,915.65	2	.....	.....	146
1918	1,258.12	13,089	114	10	92	9.6		1,014.49	11,047	58	16	1.46	9.2		10,303.82	3	284	36.29	175
1919	1,442.02	21,845	126	14	95	6.6		991.26	18,574	60	26	1.36	5.3		10,133.62	4	305	33.23	190
1920	1,806.64	31,384	139	19	1.08	5.7		1,015.70	21,082	64	29	1.32	4.6		8,593.94	4	298	28.84	207
1921	2,184.08	49,433	155	27	1.17	4.4		1,069.78	39,706	64	52	1.39	2.7		8,593.78	4	300	28.64	223
Thamesford—																			
1914	393.49	3,686	44	.....	.....	10.9	None	323.92	3,445	26	.....	.....	9.4	None	946.32	2	.....	.....	72
1915	374.34	6,676	59	9	78	8.6		481.78	5,886	26	12	1.20	8.2		423.21	2	.....	.....	87
1916	642.21	7,540	64	10	87	8.5		537.42	6,768	29	20	1.63	7.9		268.23	2	.....	.....	54
1917	646.83	6,973	63	9	86	9.3		588.64	6,827	28	20	1.75	8.6		682.43	3	41	16.64	99
1918	652.58	7,773	67	10	81	8.5		630.67	9,019	28	27	1.88	7.0		1,680.37	4	69	24.35	99
1919	820.10	8,993	69	11	1.12	9.1		819.62	10,572	27	33	2.53	7.7		3,727.03	4	69	38.22	100
1920	1,030.02	10,899	71	13	1.21	9.4		980.63	12,388	28	37	2.75	7.4		3,852.98	3	105	36.70	102
1921	1,127.26	13,113	80	14	1.17	8.6		1,003.40	13,575	27	42	3.10	7.4		4,009.68	3	104	38.55	110

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Thamesville—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1915	378.79	.....	107	.....	.....	.....	9	283.36	.....	53	.....	.....	.....	11	.....	.....	.....	.....	160
1916	1,729.79	19,061	137	13	1.18	9.1		1,021.17	13,087	59	20	1.52	7.8		.....	.....	.....	.....	196
1917	1,829.34	21,168	145	13	1.08	8.6		949.80	9,697	70	12	1.22	9.8		.....	.....	.....	.....	215
1918	1,781.98	23,819	149	13	1.00	7.5		909.52	11,131	63	15	1.20	8.2		.....	.....	.....	.....	213
1919	1,672.09	26,913	149	15	94	6.2		1,242.00	16,158	69	19	1.50	7.7		.....	.....	.....	.....	218
1920	2,293.54	31,757	168	16	1.14	7.2		1,783.72	16,581	67	21	2.22	10.8		199.80	2	.....	.....	237
1921	2,907.81	36,542	183	17	1.32	8.0		2,578.52	24,263	66	31	3.26	10.6		2,556.55	4	64	39.95	253
Thorndale—																			
1914	446.27	2,787	34	.....	.....	7.8	None	.....	2,989	18	.....	.....	7.8	None	329.27	1	.....	.....	53
1915	299.37	2,816	32	7	76	10.6		374.09	3,653	20	16	1.64	10.2		542.53	1	.....	.....	53
1916	328.67	3,597	33	9	84	9.1		403.01	3,709	21	16	1.64	10.9		459.79	1	.....	.....	55
1917	382.95	4,654	37	11	91	8.2		413.03	4,642	22	17	1.56	8.9		475.53	1	24	19.81	60
1918	434.89	5,754	41	12	92	7.5		404.27	5,302	23	19	1.49	7.6		2,114.60	2	64	33.04	66
1919	539.94	9,211	43	12	1.05	8.7		560.55	6,015	27	19	1.73	9.3		2,337.09	2	77	30.35	72
1920	716.05	7,115	46	13	1.30	10.0		715.49	9,269	27	29	2.21	7.7		3,155.34	2	86	40.18	75
1921	989.21	12,666	62	17	1.33	7.8		743.97	8,748	17	43	3.65	8.5		2,102.43	2	61	34.47	81
Thornton—																			
1919	390.38	.....	31	.....	.....	.....	None	158.36	.....	10	.....	.....	.....	None	.....	.....	.....	.....	41
1920	564.08	.....	33	.....	.....	.....		198.24	.....	10	.....	.....	.....		.....	.....	.....	.....	43
1921	688.24	6,683	34	16	169	10.3		306.20	3,250	11	24	2.32	9.4		.....	.....	.....	.....	55
Tilbury—																			
1915	979.57	.....	123	.....	.....	.....	10	1,476.53	.....	67	.....	.....	.....	10	.....	.....	.....	.....	190
1916	1,507.37	21,483	127	14	1.00	6.5		2,071.77	32,612	79	37	2.36	4.5		149.60	2	.....	.....	218
1917	1,555.59	20,600	132	13	1.00	7.6		2,038.56	27,335	80	29	2.12	7.5		423.28	5	22	19.24	217
1918	1,652.71	23,964	135	15	1.02	6.9		1,834.59	26,534	75	29	2.04	6.8		1,402.53	4	56	25.15	214
1919	1,918.60	30,305	143	18	1.12	6.3		2,279.49	34,939	91	32	2.09	6.5		1,889.69	5	77	24.54	239
1920	2,372.09	35,314	144	20	1.37	6.7		2,648.21	44,668	91	41	2.43	5.9		1,711.87	6	85	20.14	241
1921	3,279.86	50,279	193	22	1.42	6.5		3,457.17	54,960	89	51	3.24	6.3		4,745.94	8	168	28.25	290

Tilsonburg—																			
1912	3,233.92	.....	200	.....	.....	.....	11+25	3,350.91	.....	128	.....	.....	.....	11+25	3,283.75	6	.....	.....	334
1913	2,796.57	29,115	254	10	1.03	9.6		4,677.38	66,049	143	41	2.87	7.8		4,763.15	17	.....	.....	414
1914	3,367.74	45,937	300	14	1.02	7.3		4,579.37	70,265	160	38	2.52	6.5		6,303.09	16	.....	.....	476
1915	3,203.51	55,346	348	14	83	5.7		4,236.42	74,564	161	38	2.19	5.7		5,619.15	15	.....	.....	524
1916	4,009.67	72,975	375	18	1.02	5.5		4,493.41	95,326	188	46	2.14	4.7		5,692.05	17	.....	.....	580
1917	5,237.69	97,606	400	21	1.13	5.4		4,758.14	96,044	165	45	2.25	5.0		7,935.07	20	451	17.59	585
1918	4,534.89	77,751	407	16	93	5.8		5,377.01	104,830	166	53	2.70	5.1		16,717.31	22	532	31.42	595
1919	4,971.07	110,613	441	21	94	4.5		5,573.12	136,175	178	64	2.61	4.1		23,917.76	22	781	30.63	641
1920	6,417.45	159,319	480	28	1.16	4.0		6,077.79	151,422	178	71	2.84	4.0		18,378.45	19	753	24.41	677
1921	7,160.17	178,122	527	28	1.13	4.0		6,679.06	174,255	189	77	2.94	3.8		10,084.24	19	536	18.81	735
Toronto—																			
1912	201,554.74	.....	11,441	.....	.....	.....	8+25	*	.....	*	.....	.....	.....	12+25	225,451.55	518	.....	.....	11,959
1913	190,376.89	4,220,270	16,519	25	1.25	4.4		233,799.04	6,156,073	4,764	.....	4.09	3.8		347,708.88	1,037	.....	.....	22,320
1914	289,645.45	6,240,882	23,181	27	1.22	4.5		305,534.31	7,683,589	6,276	116	4.61	3.9		483,681.15	1,494	.....	.....	30,951
1915	331,807.18	8,599,559	29,724	27	1.04	3.9		291,907.92	10,243,496	7,227	126	3.60	2.8		575,239.17	1,504	.....	.....	38,455
1916	225,181.19	11,250,291	34,347	29	89	3.1		272,243.06	11,491,577	7,406	131	3.10	2.4		612,918.32	1,707	.....	.....	43,460
1917	414,043.17	15,341,150	41,358	34	91	2.7		297,459.72	12,763,343	9,341	126	2.96	2.3		734,294.61	2,028	36,856	19.92	52,727
1918	451,824.59	18,068,947	42,558	36	89	2.5		294,653.18	13,025,770	9,113	117	2.66	2.2		907,886.95	2,034	46,159	19.66	53,705
1919	560,912.00	22,799,666	51,242	37	91	2.5		382,167.17	17,197,460	10,510	136	3.03	2.2		1,144,453.76	2,225	52,200	21.93	63,977
1920	729,364.33	33,567,358	57,685	51	1.11	2.2		507,285.14	22,452,782	11,307	171	3.87	2.2		1,158,639.12	2,390	57,000	20.33	71,382
1921	865,908.45	38,662,078	67,019	48	1.08	2.2		699,144.27	24,954,872	12,401	168	4 70	2.8		1,236,518.60	2,488	58,880	21.00	81,908
Toronto Twp.—																			
1918	13,180.75	.....	280	.....	.....	.....	None	.....	.....	.....	.....	.....	.....	None	.....	.....	.....	.....	280
1919	14,566.15	.....	58	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	258
1920	18,641.08	.....	398	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	12	.....	.....	410
1921	25,042.87	.....	573	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	12	.....	.....	585
Tottenham—																			
1919	1,323.68	10,434	79	11	1.40	12.7	Flat	984.93	9,125	46	17	1.78	10.8	Flat	.....	.....	.....	.....	125
1920	1,528.86	19,560	82	19	1.55	7.8		1,011.40	11,000	41	23	2.09	9.8		.....	.....	.....	.....	123
1921	2,181.09	25,684	103	21	1.77	8.5		1,335.34	13,089	47	23	2.37	10.2		217.57	2	6	36.26	152
Vaughan Twp.—																			
1918	334.57	.....	30	.....	.....	.....	None	124.50	.....	6	.....	.....	.....	None	562.17	3	.....	.....	39
1919	549.48	6,945	42	14	1.09	7.9		150.03	1,490	8	14	1.65	11.8		1,972.79	7	86	22.94	57
1920	763.80	8,514	47	16	1.44	8.9		152.45	1,682	10	16	1.41	9.1		2,059.19	6	79	25.06	63
1921	1,145.99	10,309	53	16	1.80	11.1		234.78	2,121	10	17	1.96	11.1		2,633.87	4	83	31.73	67
Victoria Harbour—																			
1915	105.79	.....	56	.....	.....	.....	Flat	117.85	.....	34	.....	.....	.....	Flat	.....	.....	.....	.....	90
1916	642.29	.....	65	.....	.....	.....		1,171.37	.....	31	.....	.....	.....		.....	.....	.....	.....	96
1917	666.04	9,230	69	11	80	7.2		1,130.48	11,721	38	26	2.48	9.6		.....	.....	.....	.....	107
1918	735.97	12,403	71	15	86	5.9		1,069.34	13,830	27	42	3.30	7.7		.....	.....	.....	.....	98
1919	931.86	15,485	78	16	98	6.0		1,299.03	17,292	33	44	3.28	7.5		.....	.....	.....	.....	111
1920	1,222.63	26,137	89	26	1.21	4.9		1,470.72	23,053	39	53	3.40	6.3		.....	.....	.....	.....	128
1921	1,593.60	29,255	97	25	1.37	5.4		1,607.34	32,090	36	74	3.72	5.0		.....	.....	.....	.....	133

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Walkerville—																			
1914	3,037.96	.....	790	.....	.....	.....	15 –5	1,492.84	.....	175	.....	.....	.....	15–10–5	6,042.11	75	.....	.....	1,040
1915	13,036.98	241,771	1,159	21	1.12	5.4		7,836.93	157,198	195	70	3.49	4.4		39,523.81	72	.....	.....	1,421
1916	18,813.06	391,629	1,513	27	1.34	4.8		12,104.72	309,727	216	126	4.61	3.9		77,003.07	75	.....	.....	1,804
1917	23,683.25	483,770	1,883	24	1.16	4.9		15,350.67	358,594	225	136	5.81	4.3		80,075.42	71	2,408	33.25	2,179
1918	27,570.83	532,075	1,970	23	1.16	5.2		16,116.67	372,896	230	137	5.90	4.3		101,125.84	67	2,727	37.08	2,267
1919	34,159.82	638,269	2,347	23	1.21	5.3		18,045.74	471,895	265	150	5.76	3.8		84,601.16	73	2,676	31.60	2,685
1920	40,884.48	1,432,929	2,904	45	1.29	.....		22,432.85	618,709	336	171	6.23	3.6		109,892.78	78	3,963	27.80	3,318
1921	58,792.95	1,824,842	3,171	48	2.54	3.2		21,605.39	569,628	398	120	4.52	3.8		117,511.33	81	4,217	27.87	3,650
Wallaceburg—																			
1915	4,079.74	56,482	368	.....	.....	7.2	11	4,239.30	63,747	161	.....	.....	6.6	10	87.32	2	.....	.....	531
1916	5,095.45	68,988	438	15	1.05	7.4		4,589.30	67,718	154	22	1.48	6.8		5,866.32	5	.....	.....	593
1917	6,077.20	84,311	493	15	1.09	7.2		4,259.72	92,718	157	49	2.29	4.6		13,218.75	16	415	31.85	662
1918	6,596.51	97,575	527	15	1.04	6.8		3,895.96	66,589	169	33	1.75	5.9		17,475.36	18	504	34.67	714
1919	8,825.29	134,986	603	19	1.22	6.5		5,366.66	190,152	174	91	2.57	2.8		25,597.73	28	732	34.97	805
1920	11,021.73	188,628	621	26	1.50	5.8		7,115.48	234,535	179	110	3.35	3.0		32,236.49	26	958	33.35	826
1921	11,703.39	235,752	715	28	1.36	5.0		7,363.40	164,547	193	71	3.18	4.5		26,193.45	36	910	28.78	944
Waterdown—																			
1912	774.40	.....	41	.....	.....	.....	None	340.00	.....	20	.....	.....	.....	None	614.42	2	.....	.....	63
1913	1,003.09	.....	70	.....	.....	.....		361.20	.....	34	.....	.....	.....		917.65	2	.....	.....	106
1914	1,054.13	13,360	71	16	1.25	7.9		535.83	8,321	34	20	1.31	6.5		1,011.38	5	.....	.....	110
1915	1,202.41	18,017	84	19	1.30	6.7		567.65	8,493	30	23	1.48	6.7		1,207.80	7	.....	.....	121
1916	1,218.86	18,622	93	18	1.15	6.5		575.10	8,944	32	24	1.55	6.4		1,149.78	6	.....	.....	131
1917	1,317.48	18,025	101	15	1.13	7.3		529.70	7,887	31	21	1.43	6.7		1,232.89	4	85	14.50	136
1918	1,450.47	26,308	105	21	1.15	5.5		529.53	9,768	33	25	1.34	5.4		1,163.48	4	82	14.19	142
1919	1,828.47	24,000	127	16	1.20	7.6		595.30	.....	33	.....	.....	.....		1,401.58	3	67	20.92	163
1920	2,167.44	30,150	134	19	1.38	7.1		609.00	7,750	31	20	1.59	8.0		1,487.72	3	80	18.60	168
1921	2,353.26	47,413	154	26	1.24	5.0		664.53	15,236	36	35	1.54	4.4		1,137.87	4	77	14.78	194

Waterford—																			
1915	685.22	.....	75	.....	.....	.....	10	546.08	.....	40	.....	.....	.....	10	.....	.....	.....	.....	115
1916	1,112.28	14,220	99	14	1.08	7.8		796.50	9,827	42	20	1.62	8.1		1,007.74	2	.....	.....	143
1917	1,369.35	17,445	100	15	1.14	7.8		807.28	11,938	42	24	1.21	6.8		4,030.85	1	85	47.54	143
1918	1,501.34	19,613	122	13	1.03	7.7		831.42	13,075	46	25	1.51	6.4		3,687.15	2	85	43.38	170
1919	1,874.15	37,321	149	21	1.05	5.0		1,003.75	20,737	47	37	1.78	4.8		3,921.69	3	105	37.34	199
1920	2,503.53	39,489	171	21	1.30	6.0		977.72	25,277	50	44	1.70	3.9		3,345.94	5	105	31.60	226
1921	2,957.14	68,585	203	28	1.21	4.3		1,135.31	25,104	49	43	1.93	4.5		2,493.18	7	83	30.04	259
Watford—																			
1918	1,544.91	20,173	108	16	1.20	7.6	Flat	1,324.56	18,173	70	21	1.57	7.2	10+25	1,542.04	4	64	24.09	182
1916	1,905.65	23,042	118	16	1.34	8.3		1,779.86	16,293	60	23	2.47	10.9		2,154.95	5	63	34.20	183
1920	2,332.72	26,686	136	18	1.53	.....		2,160.32	20,679	70	27	2.76	10.5		2,305.80	7	80	29.00	213
1921	2,873.44	30,714	154	17	1.55	9.3		2,620.52	29,233	76	32	2.87	9.0		2,808.30	8	85	33.04	238
Waubaushene—																			
1915	516.34	7,296	49	.....	.....	7.0	None	220.50	2,979	15	.....	.....	7.7	None	32.28	1	.....	.....	65
1916	646.58	8,233	58	13	1.01	7.9		496.47	7,534	20	36	2.37	6.6		49.52	1	.....	.....	79
1917	691.56	8,602	64	11	94	8.0		455.62	8,588	17	40	2.23	5.3		36.85	1	3	.....	82
1918	702.19	10,124	64	13	91	6.9		494.76	10,988	16	57	2.58	4.5		21.49	1	.....	.....	81
1919	735.40	11,457	66	14	93	6.7		266.34	4,951	17	24	1.31	5.4		41.10	2	.....	.....	85
1920	1,050.26	13,959	71	17	1.28	7.5		478.46	7,344	18	28	2.49	6.4		70.49	1	5	14.10	94
1921	1,324.12	14,023	69	17	1.60	9.4		640.36	7,479	16	39	3.34	8.5		112.73	3	10	.....	88
Wellesley—																			
1917	642.52	7,181	68	9	79	9.0	None	353.33	3,393	28	10	1.05	10.4	None	2,784.78	3	82	33.96	99
1918	677.43	8,028	65	10	87	8.4		415.73	7,198	25	24	1.38	5.8		4,351.11	3	120	36.26	93
1919	747.84	9,710	69	12	90	7.7		524.60	12,542	27	39	1.62	4.2		4,253.22	3	119	35.74	99
1920	857.83	11,307	76	12	98	7.6		524.94	11,270	30	31	1.45	4.7		4,180.31	3	118	35.40	109
1921	1,065.38	14,638	82	15	1.08	7.3		568.02	7,893	30	22	1.58	7.2		4,003.07	4	117	34.21	116
Waterloo—																			
1912	4,057.46	.....	239	.....	.....	.....	12+25	4,524.93	.....	112	.....	.....	.....	12+25	11,545.93	35	.....	.....	386
1913	4,263.66	69,576	321	21	1.27	6.1		5,098.42	87,718	125	62	3.58	5.8		14,970.14	44	.....	.....	490
1914	4,723.94	85,199	430	19	1.05	5.5		4,825.22	98,924	153	59	2.90	5.0		13,282.14	51	.....	.....	634
1915	5,401.82	106,570	524	19	94	5.1		5,284.87	107,821	162	57	2.80	4.9		15,125.32	53	.....	.....	739
1916	5,454.60	145,196	592	22	81	3.8		4,750.09	130,418	150	69	2.54	3.6		17,905.45	50	.....	.....	792
1917	6,562.98	195,770	694	25	85	3.4		5,097.38	144,543	155	55	2.79	3.5		18,773.17	59	1,017	18.46	908
1918	7,157.81	232,962	735	26	81	3.1		4,738.43	132,621	155	71	2.55	3.6		20,613.60	50	1,186	17.38	940
1919	8,771.46	305,803	830	31	88	2.9		5,347.03	176,953	161	92	2.78	3.0		23,399.07	66	1,274	18.37	1,057
1920	11,943.47	512,612	995	47	1.09	2.3		5,488.04	234,843	169	118	2.77	2.3		27,011.12	68	1,451	18.60	1,232
1921	14,931.02	653,123	1,091	50	1.14	2.3		7,125.48	298,664	172	145	3.45	2.4		26,882.41	68	1,455	18.47	1,331

R

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Light							Power				Total Number Consumers
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	
Welland—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1913	1,369.67	.....	408	.....	.....	.....	8+25	558.46	.....	53	.....	.....	.....	8+25	4,307.21	18	.....	.....	479
1914	4,411.20	117,328	492	22	82	3.7		1,676.38	64,449	53	100	2.64	2.6		8,305.71	23	.....	.....	568
1915	4,643.16	154,534	467	27	81	3.0		1,600.79	69,340	57	105	2.42	2.3		38,541.88	23	.....	.....	547
1916	4,800.06	154,706	536	26	79	3.1		1,580.48	94,582	75	141	2.40	1.7		78,184.81	24	.....	.....	635
1917	5,584.56	243,723	593	36	82	2.3		2,034.85	156,083	94	155	2.02	1.3		96,449.82	23	5,985	16.12	710
1918	7,662.93	316,947	767	38	93	2.4		2,593.74	218,721	120	170	2.02	1.1		93,972.63	28	.....	.....	.....
1919	11,262.98	642,963	985	54	95	1.7		3,678.46	329,736	145	190	2.11	1.1		60,784.43	33	2,282	.....	1,163
1920	14,065.49	895,770	1,092	72	1.12	1.6		5,126.13	350,096	172	183	2.69	1.4		55,825.21	34	4,284	.....	1,298
1921	18,307.67	1,291,322	1,324	81	1.15	1.4		5,955.83	444,103	211	175	2.35	1.3		43,112.95	44	4,192	10.28	1,579
Wellington—																			
1920	1,737.62	17,084	125	11	1.15	10.1	Flat	1,362.42	17,012	43	33	2.61	8.0	Flat	1,503.26	3	51	29.48	.....
1921	2,611.66	34,813	166	17	1.27	7.5		1,199.05	15,195	46	27	2.10	7.8		1,736.95	1	56	.....	.....
West Lorne—																			
1917	578.98	.....	54	.....	.....	.....	Flat	602.00	.....	40	.....	.....	.....	Flat	.....	.....	.....	.....	94
1918	759.87	6,884	66	9	96	11.0		649.68	7,917	44	15	1.23	8.2		59.38	1	.....	.....	111
1919	991.90	.....	66	.....	.....	.....		873.46	.....	44	.....	.....	.....		360.44	1	8	45.05	111
1920	1,286.61	.....	.....	.....	.....	.....		1,253.45	.....	.....	.....	.....	.....		4,838.27	.....	.....	.....	.....
1921	1,630.54	21,954	110	17	1.23	7.5		1,356.84	21,503	54	33	2.09	6.3		6,008.65	3	157	38.27	167

Weston—																			
1912	3,979.81	.....	225	.....	.....	.....	7.2+	750.00	.....	15	.....	.....	.....	7.2+	1,674.28	4	.....	.....	344
1913	4,117.20	.....	360	.....	.....	.....	22.5	1,475.74	.....	35	.....	.....	.....	22.5	6,166.97	6	.....	.....	400
1914	3,741.84	79,766	352	17	80	4.7		1,599.97	26,774	78	40	2.38	6.0		4,958.59	10	.....	.....	440
1915	4,407.36	96,186	441	21	93	4.6		1,305.90	27,564	90	27	1.30	4.7		4,798.33	9	.....	.....	540
1916	5,477.65	135,272	475	25	1.00	.....		1,407.31	31,898	88	30	1.31	.....		5,202.84	11	.....	.....	574
1917	5,942.00	155,303	542	24	97	3.8		1,467.63	35,800	83	35	1.44	4.1		16,420.90	12	850	19.32	637
1918	6,288.15	.....	.....	.....	.....	.....		1,403.92	.....	.....	.....	.....	.....		19,578.73	11	882	22.19	.....
1919	7,453.63	310,258	667	39	93	2.4		1,819.82	65,319	108	50	1.40	2.8		20,861.85	17	936	22.29	792
1920	9,047.65	363,877	745	42	1.06	2.2		2,125.38	36,279	104	.....	.....	.....		25,110.01	13	927	27.00	862
1921	10,086.61	626,817	1,030	51	82	1.6		2,183.96	76,122	120	53	1.51	2.9		19,057.66	14	999	19.08	1,164
Williamsburg—																			
1915	403.72	.....	44	.....	.....	.....	None	139.26	.....	9	.....	.....	.....	None	.....	1	.....	.....	54
1916	568.66	7,392	41	14	1.11	7.7		224.29	3,934	9	36	2.08	5.7		285.73	1	.....	.....	51
1917	551.07	7,003	42	16	1.09	7.9		280.09	3,347	10	30	2.33	8.4		256.38	1	9	28.48	53
1918	547.71	6,798	44	13	1.04	8.1		313.21	3,915	11	30	2.37	8.0		205.51	1	15	13.70	56
1919	785.76	7,334	42	15	1.49	10.0		312.45	5,981	14	36	1.86	5.2		334.03	2	18	18.50	58
1920	759.05	7,842	41	16	1.54	9.7		253.05	4,506	7	41	1.75	5.5		317.42	2	22	14.40	50
1921	926.67	11,363	57	17	1.35	8.1		439.04	.....	12	.....	3.05	.....		230.38	1	9	25.60	70
Winchester—																			
1914	1,672.09	.....	103	.....	.....	.....	15	1,300.00	.....	50	.....	.....	.....		.....	.....	.....	.....	153
1915	1,698.40	28,610	120	21	1.27	5.9		1,336.85	17,550	30	50	2.23	7.6	15	.....	1	.....	.....	171
1916	1,812.29	36,931	135	24	1.18	5.4		1,364.47	21,999	46	38	2.37	6.2		227.52	1	.....	.....	182
1917	2,330.67	36,311	162	20	1.31	6.4		1,546.53	17,561	47	31	2.58	8.8		438.22	1	20	21.91	210
1918	2,595.85	44,875	174	21	1.24	5.8		1,493.85	20,577	47	36	2.65	7.3		382.03	1	20	19.10	222
1919	3,086.06	62,282	182	29	1.41	4.9		1,690.89	26,445	47	47	2.98	6.4		444.94	2	25	17.79	231
1920	3,808.56	83,871	192	36	1.61	4.5		2,242.15	38,060	47	66	4.00	5.8		569.08	2	25	14.23	241
1921	4,987.06	80,842	212	32	1.96	6.2		2,925.86	29,833	49	51	4.97	9.8		595.07	2	25	23.80	263
Windsor—																			
1914	3,143.41	.....	1,802	.....	.....	.....	12	1,107.38	.....	257	.....	.....	.....	8	9.77	10	.....	.....	2,069
1915	23,161.57	468,386	2,519	18	89	4.9		12,009.99	309,757	377	82	3.16	3.9		3,734.81	43	.....	.....	2,939
1916	35,565.79	726,442	3,180	21	1.04	4.9		16,831.60	465,683	439	95	3.44	3.6		7,370.82	66	.....	.....	3,685
1917	48,913.80	1,087,029	3,882	26	1.15	4.5		21,257.15	590,977	471	108	3.89	3.6		15,362.93	97	807	19.04	4,450
1918	60,080.51	1,422,096	4,415	27	1.13	4.2		21,751.80	626,579	484	108	3.75	3.5		27,574.13	101	1,205	22.88	5,000
1919	78,038.66	1,990,644	5,383	31	1.21	3.9		27,032.01	893,920	584	128	3.86	3.0		39,468.90	136	1,609	24.53	6,103
1920	144,249.01	4,496,116	8,700	53	1.71	3.2		75,244.64	2,340,661	1,220	216	7.20	3.2		156,928.21	273	5,549	28.28	10,193
1921	181,822.04	6,000,528	9,731	51	1.56	3.0		99,612.26	3,235,758	1,448	186	5.73	3.1		146,724.93	341	6,169	23.78	11,520

STATEMENT "D"—Concluded

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic Light							Commercial Power							Power				
	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Consumption	Number of Consumers	Av'g Monthly Consumption	Average Monthly Bill	Net Cost per Kw-hr.	Net Cost prior to Hydro	Revenue	Number of Consumers	Average Horsepower	Average Cost per Horsepower	Total Number Consumers
Woodbridge—	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	Kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1915	367.49	4,878	42	.....	.....	7.5	None	443.53	4,911	33	.....	.....	9.0	None	498.44	2	.....	.....	77
1916	507.10	7,059	58	13	89	7.0		556.82	7,048	33	17	1.40	7.9		2,221.33	7	.....	.....	98
1917	698.53	10,180	69	14	92	6.9		579.56	13,356	35	33	1.42	4.3		2,384.67	6	74	32.25	110
1918	809.54	12,013	74	13	91	6.7		590.37	10,263	34	25	1.45	5.8		2,620.39	9	92	28.48	117
1919	905.44	14,424	85	14	89	6.3		628.07	11,951	40	25	1.31	5.2		4,167.78	5	129	32.31	130
1920	1,053.78	21,867	98	20	95	5.0		672.50	14,602	40	30	1.40	4.6		5,716.29	5	155	36.88	143
1921	1,296.84	28,925	115	21	94	4.5		748.34	18,654	36	43	1.73	4.0		3,411.24	5	149	22.89	156
Woodstock—																			
1912	4,914.92	.....	464	.....	.....	.....	8+20	13,316.02	.....	265	.....	.....	.....	8+20	21,087.61	43	.....	.....	772
1913	6,495.02	100,000	636	17	1.08	6.5		12,942.32	298,000	282	77	3.95	5.2		20,262.52	55	.....	.....	973
1914	8,807.40	169,054	949	21	1.08	5.2		11,610.14	289,982	337	78	2.12	4.0		19,833.26	57	.....	.....	1,343
1915	10,472.14	230,297	1,099	20	88	4.5		11,718.95	371,787	360	90	2.80	3.1		20,742.18	62	.....	.....	1,521
1916	11,206.71	288,201	1,224	21	80	3.9		12,983.32	503,977	372	114	2.95	2.6		23,721.92	72	.....	.....	1,668
1917	12,216.48	341,160	1,363	22	79	3.6		12,573.08	554,660	387	122	2.76	2.3		23,191.47	66	2,130	.....	1,816
1918	13,901.00	423,453	1,418	25	82	3.3		11,087.25	480,092	369	108	2.50	2.3		24,020.63	68	1,427	16.83	1,855
1919	14,748.02	480,235	1,631	26	75	3.1		12,452.68	597,513	388	128	2.34	2.1		24,473.54	74	1,420	17.23	2,093
1920	22,542.71	923,186	1,850	44	1.08	2.4		14,832.22	720,766	400	153	3.14	2.1		27,048.49	77	1,682	16.08	2,327
1921	25,130.13	1,045,124	2,060	42	1.02	2.4		15,988.83	880,382	409	179	3.26	1.8		28,355.47	76	2,557	11.09	2,545
Woodville—																			
1915	324.34	.....	35	.....	.....	.....	12.5	563.68	.....	28	.....	.....	.....	12.5	1,149.17	3	.....	.....	66
1916	496.52	5,049	41	9	92	9.8		512.07	6,618	24	21	1.62	7.7		1,185.54	3	.....	.....	68
1917	689.70	7,741	51	14	1.25	8.9		591.94	8,512	23	31	2.15	7.0		1,072.28	3	50	21.45	77
1918	722.80	7,373	50	12	1.20	9.8		535.67	6,930	26	20	1.55	7.7		1,152.77	3	50	23.06	79
1919	847.09	10,067	58	15	1.22	8.4		637.49	9,434	27	29	1.97	6.7		1,218.70	3	50	24.36	88
1920	1,423.96	14,060	80	17	1.72	10.1		1,122.12	11,569	25	.....	.....	.....		1,296.75	3	50	.....	.....
1921	2,195.02	20,723	84	21	2.18	10.6		1,330.04	11,580	28	35	3.96	11.5		1,846.69	3	50	36.93	115

Wyoming—																			
1917	658.99	9,309	56	12	98	7.1	None	581.47	8,065	34	20	1.43	7.1	None	.....	.....	.....	.....	90
1918	718.62	10,125	57	15	1.06	7.0		593.40	8,273	32	20	1.49	7.1		.....	.....	.....	.....	89
1919	777.48	10,951	68	13	95	7.3		637.26	7,541	33	19	1.61	8.4		73.10	1	.....	.....	102
1920	1,116.01	29,500	100	29	1.10	3.8		953.51	10,000	20	31	2.91	9.5		665.29	2	22	30.25	122
1921	1,550.65	16,511	86	16	1.50	.....		1,226.83	13,928	39	30	2.62	8.8		747.17	4	36	20.75	129
Zurich—																			
1918	810.66	5,785	49	8	1.17	14.0	Flat	873.86	5,623	33	12	1.89	15.5	Flat	3,084.22	1	50	61.68	83
1919	878.22	7,441	52	12	1.41	11.8		766.98	5,546	36	13	1.78	13.8		2,710.24	2	53	51.14	90
1920	881.70	8,503	55	13	1.36	10.4		991.52	7,701	39	24	3.18	12.9		2,773.80	2	59	47.00	96
1921	954.55	9,612	59	14	1.35	9.9		1,009.12	9,847	39	21	2.16	10.2		2,343.29	2	54	43.39	100

STATEMENT "E"

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Acton	1,594	96	100 C.P. s	11.00	1,841.26	1.15
		9	100 " s	12.00		
		60	100 Watt m	11.00		
		1	200 " m	11.00		
Ailsa Craig	535	51	100 " m	15.50	791.00	1.48
Alexandria	2,274	41	200 " m	35.00	3,116.56	*
		83	100 " m	27.00		
Alliston	1,301	98	100 " s	18.00	1,998.00	1.53
		13	100 " m	18.00		
Ancaster Twp.		24	100 " m	12.00	768.00	**
		44	100 " m	14.00		
Apple Hill		21	100 " m	21.00	271.75	*
Arthur	1,218	69	100 " m	20.00	1,317.98	1.08
Aylmer	2,241	136	100 " m	18.50	2,930.00	1.30
		12	300 " m	34.50		
Ayr	796	78	100 " m	14.00	1,170.00	1.47
Baden		58	100 " m	10.00	580.00	**
Barrie	6,876	472	100 " s	8.00	3,919.31	.57
Beachville		42	100 " m	10.00	420.00	**
Beaverton	975	78	100 " m	15.50	1,079.50	1.11
Beeton	580	62	100 " s	20.00	1,240.00	2.10
Blenheim	1,528	139	100 " s	13.00	2,197.00	1.43
		13	400 " s	34.00		
Bloomfield	550	39	100 " s	25.00	975.00	1.77
Bolton	656	59	100 " m	16.00	944.04	1.43
Bothwell	630	76	100 " m	15.00	1,142.28	1.81
Bradford	907	60	100 " s	22.00	1,481.00	1.63
		7	100 " m	21.00		
Brampton	4,406	583	100 " m	7.00	4,126.00	.93
Brantford	32,786	147	Mag. Arcs s	30.00	23,813.12	.72
		3,367	100 Watt m	6.00		
		10	150 " m	7.00		
		11	200 " m	9.00		
		2	500 " m	40.00		
Brantford Twp.		166	100 " m	16.00	2,504.70	**

**Operation for less than a year.
*Population not shown in Government statistics.
s Series System.
m Multiple System.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Brechin		9	100 watt m	22.00	189.00	**
Brigden		18	60 " m	16.00	976.66	**
		36	100 " m	18.00		
Brockville	9,254	490	100 " s		9,000.00	.97
		80	100 " m			
		248	60 " m			
Burford		52	100 " m	16.00	768.00	**
Burgessville		20	100 " m	16.00	380.00	**
Caledonia	1,308	101	100 " m	9.00	1,010.65	.77
Cannington	896	68	100 " m	20.00	1,224.00	1.36
Carleton Place	3,430	229	60 " m	8.00	1,810.22	.53
Chatham	15,525	68	500 " s	38.00	13,683.76	.88
		37	100 " s	11.00		
		83	400 " s	30.00		
		672	100 " s	12.00		
		7	400 " s	30.00		
Chatsworth	326	26	150 " m	16.00	448.00	1.37
		2	100 " m	16.00		
Chesley	1,721	98	100 " s	16.00	1,527.19	.88
Chesterville	919	65	100 " m	19.00	1,235.00	1.34
Chippawa	1,099	72	100 " m	16.00	1,152.00	1.04
Clinton	1,838	127	80 " s	11.00	1,654.79	.90
		12	100 " s	11.00		
		12	100 " m	11.00		
		1	500 " m	75.00		
Coldwater	663	44	100 " m	14.00	616.00	.93
Collingwood	6,016	403	80 C.P. s	10.00	3,999.16	.61
Comber		50	100 watt m	17.50	875.04	**
Cookstown		56	100 " s	20.00	1,123.40	**
Creemore	603	55	100 " m	16.00	823.69	1.36
Dashwood		41	100 " m	15.00	666.25	**
Delaware		21	100 " m	17.00	378.00	**
Dorchester		27	100 " m	17.00	493.00	**
Drayton	602	60	100 " m	18.00	1,080.00	1.79

**Operation for less than a year.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Dresden	1,393	119	80 watt s	15.00	1,693.25	1.21
Drumbo		30	100 " m	14.00	440.00	**
Dublin		35	100 " m	20.00	700.00	**
Dundalk	690	63	100 " m	15.00	882.00	1.27
Dundas	5,054	344	100 " m	10.00	3,307.22	.65
		1	200 " m	16.00		
		1	1000 " m	47.00		
		5	100 " m	12.00		
Dunnville	3,569	194	150 C.P. s	14.00	4,470.27	1.25
		27	600 " s	65.00		
Durham	1,400	93	100 watt s	16.00	1,410.50	1.00
Dutton	870	99	100 " m	13.00	1,244.30	1.43
Elmira	2,400	161	100 " m	10.00	1,610.00	.67
Elmvale		54	100 " m	14.00	756.00	**
Elmwood		23	150 " m	23.50	548.29	**
Elora	1,199	93	100 " m	11.00	970.50	.81
Embro	463	43	100 " m	19.00	845.76	1.83
Etobicoke Twp.		285	100 " m	14.00	3,867.66	**
Exeter	1,458	153	100 " m	10.00	2,182.98	1.49
		23	200 " m	20.00		
Fergus	1,815	24	150 " m	12.00	1,996.57	1.10
		111	100 " m	12.00		
Flesherton	417	46	100 " m	14.00	644.00	1.54
Forest	1,386	49	100 " m	20.00	2,621.62	1.88
		157	60 " m	13.50		
Galt	13,092	895	100 C.P. s	8.00	16,548.50	1.26
		80	500 watt m	35.50		
		137	300 " m	28.50		
		236	100 " m	11.00		
Georgetown	2,554	158	100 " m	9.50	1,623.11	.63
		11	100 " m	12.00		
Glencoe	779	123	100 " m	25.00	3,075.00	3.94
Goderich	4,287	290	80 " s	12.50	4,163.04	.97
		16	3 Lt. stds. m	40.00		
		8	250 watt m	25.00		
		8	100 " m	20.00		

**Operation for less than a year.

STATEMENT " E "—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$	$ c.
Grand Valley	595	52	100 watt m	20.00	970.60	1.63
Granton	.....	32	100 " m	15.00	480.00	**
Gravenhurst	1,432	.....	100 " s	12.00	1,804.23	1.29
Guelph	17,922	7	16 C.P. m	4.25	9,021.12	.50
		4	60 watt m	4.00		
		738	100 " m	7.00		
		285	100 " nitro m	7.00		
		92	200 " m	12.50		
		1	400 " m	25.00		
		2	1000 " m	46.50		
			4000 " sq.	200.00		
Hagersville	1,139	100	100 " m	8.00	833.32	.73
Hamilton	114,766	7,564	100 " m	6.00	65,438.53	.57
		681	200 " m	9.00		
		150	250 " m	9.50		
		409	500 " m	30.00		
		10	300 " m	15.00		
		26	40 " m	Various		
		6	60 " m	Special		
		40	100 " m	12.00		
Hanover	2,842	106	100 C.P. s	20.00	2,720.69	.95
		16	250 " s	28.00		
		10	200 watt m	28.00		
		4	100 " m	28.00		
Harriston	1,326	61	100 " s	15.00	915.00	.69
Havelock	1,266	60	100 " s	28.00	2,128.00	*
		16	250 " s	28.00		
Hensall	687	65	100 " m	15.00	975.00	1.42
Hespeler	3,059	119	150 " s	11.50	1,858.50	.61
		28	250 " s	17.50		
Highgate	403	45	100 " m	15.00	669.00	1.66
Holstein	.....	14	100 " m	22.00	296.32	**
Huntsville	2,176	.....	400 " s	30.00	1,887.00	.86
			150 " s	14.00		
			100 " s	11.00		
			150 " m	15.00		
			100 " m	14.00		
Ingersoll	5,422	228	100 " s	10.00	3,810.00	.70
		75	80 " s	10.00		
		26	1000 C.P. s	30.00		
Kirkfield	.....	21	100 " m	26.50	633.65	**
Kincardine	2,036	134	100 " s	24.00	2,545.07	*
		13	200 " m	29.00		

*Population not shown in Government statistics.
**Operation for less than a year.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Kingston	22,368	247 95 72	Arcs Watt s 100 " m	....	20,000.00	.89
Kitchener	23,027	9 6 1,733 12 19 44	250 C.P. s 1000 " s 80 " s 150 " s 500 " m 100 " m	17.35 36.00 9.00 12.00 30.00 9.00	16,163.77	.70
Lakefield	1,146	90	100 watt m	24.00	1,836.00	1.60
Lambeth	.....	30	100 " m	16.00	520.00	**
Lanark	625	38	100 " m	28.00	163.32	*
Lancaster	639	37	100 " m	28.00	621.37	*
Listowel	2,571	222 26	60 " m 350 " m	12.00 30.00	3,501.00	1.36
London	59,281	286 2,506 84 12 28	400 " s 100 " s 500 " m 200 " m 100 " m	16.00 10.00 45.00 16.00 Parks & Private	36,087.06	.61
Lucan	614	68	100 " m	14.00	951.96	1.55
Lucknow	918	52	100 " m	29.00	1,256.67	*
Lynden	.....	33	100 " m	15.00	446.75	**
Markdale	927	65	100 " s	15.00	910.78	.98
Markham	941	91	100 " s	23.00	2,093.00	2.22
Marmora	853	45 36	100 " m 75 " m	27.00 27.00	2,187.00	*
Martintown	.....	16	100 " m	24.00	210.00	*
Maxville	721	48	100 " s	28.00	821.33	*
Merritton	2,480	275	100 " m	8.00	2,200.00	.89
Midland	7,129	19 331	750 " s 100 " m	40.00 12.00	4,506.00	.63
Milton	1,800	183	100 " m	10.00	1,839.76	1.02
Milverton	1,029	85 12	100 " s 200 " s	9.00 17.00	1,020.84	.99
Mimico	4,187	160 50	100 " m 200 " m	11.00 19.00	2,048.10	.49

*Population not shown in Government statistics.
**Operation for less than a year.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Mitchell	1,686	165	100 watt s	12.00	1,980.00	1.17
Moorefield	.....	25	100 " m	19.00	475.00	**
Mount Brydges	.....	38	100 " m	14.00	532.00	**
Mount Forest	1,825	183	100 " s	13.00	2,302.75	1.26
Neustadt	444	39	100 " s	25.00	975.00	2.19
Newbury	283	46	100 " m	20.00	624.97	*
New Hamburg	1,401	200	100 " m	9.50	1,967.00	1.40
New Toronto	2,850	.....	100 " m	11.00	1,126.98	.38
Niagara-on-the-Lake	1,863	192	100 " m	15.00	2,798.75	1.50
Niagara Falls	14,805	106 16 732 7	650 " s Arcs 150 watt s 100 " s	47.00 47.00 12.00 12.00	13,483.59	.91
Norwich	1,237	54 55 15	60 " m 100 " m 400 " m	9.00 10.50 42.00	1,667.26	1.35
Norwood	711	84 1	100 " s 100 " s	26.00 30.00	2,102.80	*
Oil Springs	443	40	100 " m	18.50	496.65	1.12
Omemee	557	33 10	100 " s 250 " s	16.00 36.00	847.18	1.52
Orangeville	2,427	55 91	250 watt s 100 " s	30.00 24.00	3,810.40	1.57
Ottawa	110,708	516 122 713 357 2870	100 C.P. s 400 " s 600 " s 100 watt s 100 watt m	10.00 45.00 45.00 8.00 60c. per ft.	.....	.....
Otterville	.....	21	100 watt m	15.00	324.00	**
Owen Sound	12,013	394 46 34 186 63	100 " s 200 " s 400 " s 100 " m 200 " m	15.00 19.00 26.00 13.00 16.00	11,270.75	.93
Palmerston	1,850	116	100 " s	15.00	1,740.00	.94

*Population not shown in Government statistics.
**Operation for less than a year.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Paris	4,346	377 53	100 watt s 100 " m	10.50 10.50	4,515.00	1.04
Parkhill	1,194	83	100 " m	30.00	2,490.00	2.09
Penetang	3,896	312	75 " s	14.00	2,566.00	.66
Perth	3,630	41 10 3 4	100 " s 250 " s 400 " s 600 " s	22.00 34.00 46.00 64.00	1,369.93	.38
Peterboro	21,790	102 1,123	Magnetite arcs 60 watt m	50.50 9.00	15,132.95	.69
Petrolia	2,964	142 24	100 " s 400 " s	15.50 55.00	3,493.36	
Picton	3,189	75 200	100 " s 75 " s	16.00 14.00	3,971.68	1.24
Plattsville	.....	34	100 " m	18.00	555.00	**
Port Arthur	15,201	2,783	..... m	.....	16,963.00	1.12
Port Colborne	2,956	187	100 " m	9.00	1,731.75	.58
Port Credit	1,044	110	100 " m	11.00	1,100.00	1.05
Port Dalhousie	1,565	100	100 " m	14.00	1,442.00	.92
Port McNicoll	614	38	100 " m	15.00	570.00	.93
Port Stanley	797	118 || 36	100 " m 100 " m	13.00 6.50	1,729.05	||
Prescott	2,758	161 210	100 " m 100 " m	13.50 12.00	4,693.50	1.70
Preston	5,355	1 243 32 34	400 C.P. s 80 " s 150 " s 750 C.P. s	21.00 10.00 11.00 57.00	3,307.32	.61
Princeton	.....	20	100 watt m	20.00	400.00	**
Priceville	.....	15	100 watt m	31.50	315.00	*
Queenston	.....	29	100 " m	21.00	406.00	*
Ridgetown	2,256	134 17	100 " s 300 " s	13.00 30.00	2,371.59	1.05
Ripley	.....	48	100 " m	27.00	1,080.00	*
Rockwood	.....	47 6	100 " m 60 " m	14.00 14.00	708.21	**

*Population not shown in Government statistics.
**Operation for less than a year.
|| Summer Service Only.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Rodney	676	76	100 watt m	15.00	1,187.50	1.75
St. Catharines	19,862	2,607	100 " m	6.50	15,135.22	.76
St. George		33	100 " m	12.00	396.00	**
St. Jacob's		40	100 " m	12.00	513.00	**
St. Marys	4,004	202	100 C.P. s	10.00	3,833.40	.95
		113	250 " s	16.00		
St. Thomas	17,850	114	500 watt s	37.50	14,327.96	.80
		1,065	75 " s	9.50		
Sarnia	13,870	78	500 watt s	45.00	12,717.98	.91
		689	100 " s	13.00		
Scarboro' Twp		37	100 " m	18.00	1,978.08	**
		41	100 " s	16.00		
		58	100 " s	18.00		
Seaforth	1,981	62	100 " s	12.00	1,688.00	.85
		71	75 " s	10.00		
		21	75 " s	12.00		
Shelburne	1,075	91	100 watt s	15.00	1,327.05	1.23
Simcoe	3,946	27	250 " s	30.00	3,266.32	.82
		242	100 " s	9.00		
		2	100 " m	9.00		
Smith's Falls	6,665	200	100 " m	16.00	4,250.00	.64
		50	200 " m	21.00		
Springfield	470	40	100 " m	20.00	800.00	1.79
Stamford Twp		237	100 " m	8.00	1,744.00	**
Strathroy	2,654	297	100 " s	8.00	3,305.06	1.23
		32	250 " s	15.00		
Stratford	18,871	773	100 " s	9.50	14,455.97	.76
		11	500 " s	40.00		
		6	500 " s	30.00		
		173	500 " s	35.00		
Sebringville		15	100 " m	12.00		**
Stayner	927	72	100 " s	14.00	1,008.00	1.09
Sunderland		27	100 " m	22.00	549.00	**
Tara	537	67	100 " m	20.00	1,340.00	2.49
Tavistock	1,003	66	100 " m	12.00	1,374.93	1.37
		33	200 " m	16.00		

**Operation for less than a year.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Teeswater	807	15	250 watt s	45.00	1,480.58	*
		35	100 " s	28.00		
Thamesford		34	100 " m	15.00	532.67	**
Thamesville		78	100 " m	16.00	1,256.85	**
Thorndale		26	100 " m	16.00	416.00	**
Thornton		21	100 " m	27.50	577.50	**
Thorold	5,514				2,040.00	.37
Tilbury	1,749	64	100 " m	15.00	943.75	.54
		1	200 " m	15.00		
Tillsonburg	3,021	259	80 " s	10.00	2,557.94	.84
Tottenham	452	49	100 " s	21.00	1,029.00	2.27
Toronto	512,812	4	50 " m	6.00	343,493.85	.67
		6	60 " m	4.20		
		42,356	100 " m	7.00–11.00		
		139	150 " m	10.50–13.50		
		7	200 " m	16.00		
		61	250 " m	17.50–20.50		
		586	300 " m	25.00		
		40	500 " m	40.00–47.50		
		4	1000 " m	80.00		
		452	5 Lt. stds m	42.50		
		176	1 Lt. stds s	55.00		
Vaughan Twp		14	100 watt m	17.00	238.00	**
Victoria Harbor	1,462	60	100 " m	11.00	680.00	.46
Walkerville	7,469	751	60 " m	5.60	6,028.29	††
		51	100 " m	7.50		
		121	100 " m	12.00		
		20	60 " m	12.00		
Wallaceburg	4,119	174	100 " s	11.00	2,953.30	.72
		28	400 " s	25.00		
Wardsville	215	30	75 " m	29.00		*
Waterford	1,083	120	100 " m	11.00	1,333.02	1.23
Waterdown	816	64	100 " m	10.00	620.00	.76
Waterloo	5,744	166	100 " s	10.00	5,840.59	1.01
		241	80 " s	10.00		
		38	100 " m	10.00		
		14	200 " m	15.00		
		44	5 Lt. stds. m	40.00		
		8	3 Lt. stds. m	25.00		

*Population not shown in Government statistics.
**Operation for less than a year.
††Includes Ford City and Tecumseh. Part of cost paid direct in the form of debenture Charges.

STATEMENT " E "—Continued

Street Light Installation in Hydro Municipalities, December 31st, 1921, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of Lamps	Size and Style of Lamps	Cost per Lamp	Total Cost	Cost per Capita
				$ c.	$ c.	$ c.
Watford	1,033	78	100 watt m	18.50	1,638.45	1.58
		1	60 " m	13.50		
Waubaushene	.....	30	100 " m	12.00	360.00	**
Welland	9,356	104	200 " m	16.00	6,440.85	.69
		440	100 " m	9.00		
Wellesley	.....	50	100 " m	14.00	741.96	**
Wellington	850	.....	.....	.....	882.00	1.04
West Lorne	770	85	100 " m	14.00	1,378.73	1.79
Weston	3,104	31	600 C.P. s	61.00	3,068.22	.99
		234	100 " s	9.00		
		32	150 " s	10.00		
		5	100 " s	8.00		
Winchester	1,028	117	100 watt m	16.50	1,930.50	1.88
Windsor	37,120	303	600 C.P. s	45.00	39,245.57	1.05
		22	400 " s	24.00		
		2,339	100 " s	11.00		
Wingham	2,337	78	100 C.P. s	31.00	2,953.72	*
		25	250 " s	44.00		
		20	250 " m	44.00		
Williamsburg	.....	17	100 watt m	17.00	221.00	**
Woodbridge	661	77	100 " m	12.00	916.00	1.46
Woodstock	10,333	50	250 " s	20.00	6,772.97	.65
		437	80 " s	8.00		
		172	60 " m	8.00		
		105	100 " m	8.00		
Woodville	448	36	100 " m	20.00	684.00	1.52
Wyoming	475	48	100 " m	20.00	960.00	2.02
Zurich	.....	60	100 " m	15.00	975.00	**

*Population not shown in Government statistics.
**Operation for less than a year.
sSeries System.
mMultiple System.

STATEMENT
Cost of Power to Municipalities

Municipality	Note	Interim Rates at which Power is billed to the Municipality and adjusted to Cost at the end of the year									
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Acton	D	.....	36.00	36.00	36.00	36.00	36.00	36.00	35.00	32.00	32.00
Ailsa Craig	D	.....	.....	.....	.....	49.67	49.67	49.67	49.00	49.00	49.00
Alexandria	.....	.....	.....	.....	.....	.....	.....	.....	.....	65.00	80.00
Alliston	D	.....	.....	.....	.....	.....	.....	40.00	40.00	50.00	60.00
Ancaster	D	.....	.....	.....	.....	.....	.....	.....	25.81	25.81	25.81
Apple Hill	.....	.....	.....	.....	.....	.....	.....	.....	.....	60.00	85.00
Arthur	D	.....	.....	.....	.....	.....	45.00	45.00	45.00	65.00	85.00
Aylmer	D	.....	.....	.....	.....	.....	.....	39.00	38.00	38.00	45.00
Ayr	D	.....	.....	.....	37.40	37.40	37.40	37.40	45.00	50.00	50.00
Baden	D	36.95	37.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00
Barrie	D	.....	33.70	33.70	33.70	33.70	31.00	31.00	29.00	29.00	29.00
Barton Township	D			Serve	d by	Hamil	ton				
Beachville	D	33.89	31.00	31.00	31.00	31.00	28.00	28.00	27.00	27.00	30.00
Beaverton	D	.....	.....	.....	6.17	59.00	41.21	41.21	45.00	55.00	60.00
Beeton	D	.....	.....	.....	.....	.....	.....	45.00	45.00	85.00	85.00
Blenheim	D	.....	.....	.....	.....	43.70	43.70	43.70	50.00	50.00	53.00
Bloomfield	D	.....	.....	.....	.....	.....	.....	.....	66.16	66.16	66.16
Bolton	D	.....	.....	.....	43.00	43.00	43.00	43.00	43.00	60.00	60.00
Bothwell	D	.....	.....	.....	.....	59.26	59.26	59.26	60.00	60.00	60.00
Bradford	.....	.....	.....	.....	.....	.....	.....	47.00	47.00	75.00	75.00
Brampton	B	29.00	25.00	25.00	25.00	24.00	22.00	22.00	22.00	20.00	20.00
Brantford	A	.....	.....	19.50	19.50	19.00	19.00	19.00	18.00	18.00	20.00
Brechin	D	.....	.....	.....	56.79	67.00	50.00	50.00	55.00	85.00	90.00
Bridgeport, ext	.....			Serve	d by	Kitch	ener				
Brantford Township	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Breslau	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brockville	.....	.....	.....	.....	.....	.....	.....	30.00	40.00	45.19	55.00
Brigden	D	.....	.....	.....	.....	.....	57.56	57.50	57.50	57.50	60.00
Bullock's Corners and Greensville, ext	.....			Serve	d by	Dund	as				
Burford	D	.....	.....	.....	37.50	37.50	37.50	37.50	60.00	70.00	70.00
Burgessville	D	.....	.....	.....	.....	.....	48.38	48.38	48.00	48.00	48.00
Carleton Place	D	.....	.....	.....	.....	.....	.....	.....	33.00	33.00	44.00
Caledonia	D	29.10	29.10	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00
Cannington	D	.....	.....	.....	65.77	63.00	45.79	45.79	50.00	65.00	65.00
Chatham	A	.....	.....	.....	30.78	30.78	30.78	30.78	29.00	29.00	28.00
Chatsworth	D	.....	.....	.....	.....	30.18	30.18	30.18	30.00	45.00	60.00
Chesley	D	.....	.....	.....	.....	40.00	40.00	40.00	40.00	45.00	55.00
Chippawa	D	.....	.....	.....	.....	.....	.....	.....	35.00	35.00	32.00
Chesterville	D	.....	.....	36.12	43.29	46.00	46.00	46.00	46.00	76.73	85.00
Clinton	A	.....	.....	39.00	39.00	42.00	42.00	42.00	43.00	43.00	46.00
Coldwater	D	.....	28.00	28.00	28.00	28.00	28.00	28.00	40.00	50.00	60.00
Collingwood	D	.....	33.79	33.79	33.79	33.97	30.00	30.00	28.00	28.00	36.00
Comber	D	.....	.....	.....	.....	56.22	56.22	56.22	60.00	60.00	60.00
Cookstown	D	.....	.....	.....	.....	.....	.....	35.00	35.00	60.00	60.00
Creemore	D	.....	.....	54.13	54.13	54.13	54.13	54.13	60.00	65.00	65.00
Dashwood	D	.....	.....	.....	.....	.....	.....	56.75	56.00	56.00	56.00
Delaware	D	.....	.....	.....	46.56	46.56	46.56	46.56	50.00	85.00	85.00
Dorchester	D	.....	.....	.....	45.00	45.00	45.00	45.00	50.00	50.00	50.00
Drayton	D	.....	.....	.....	.....	.....	.....	60.45	60.00	65.00	70.00
Dresden	D	.....	.....	.....	43.00	43.00	43.00	43.00	42.00	38.00	38.00
Drumbo	D	.....	.....	.....	40.73	40.73	40.73	40.73	45.00	60.00	55.00
Dublin	D	.....	.....	.....	.....	.....	47.91	47.91	48.00	60.00	60.00

"F"

and Power Rates to Consumers

Power Rates to Consumers

1920					1921				
Service Charge per H.P. per Month	1st 50 Hr. per Month per Kw-hr.	2nd 50 Hr. per Month per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount	Service Charge per H.P. per Month	1st 50 Hr. per Month per Kw-hr.	2nd 50 Hr. per Month per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount
$ c.	c.	c.	c.	%	$ c.	c.	c.	c.	%
1.00	3.1	2.1	0.15	10	1.00	3.1	2.1	0.15	10
1.00	5.2	3.5	0.15	10	1.00	5.2	3.5	0.15	10
.....	.....	.....	.....	.....	1.00	6.4	4.3	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	3.0	2.0	0.15	10	1.00	3.0	2.0	0.15	10
.....	.....	.....	.....	.....	1.00	6.5	4.4	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	3.1	2.0	0.15	10	1.00	2.8	1.8	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.2	1.5	0.15	10
	Hamilto	n rates pl	us 10%		Hamilto	n rates pl	us 10%		
1.00	2.0	1.4	0.15	10	1.00	2.11	1.39	0.167	10 & 10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	6.5	4.3	0.15	10	1.00	6.5	4.3	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	1.67	1.11	0.133	10 & 10
1.00	2.133	1.33	0.173	25 & 10	1.00	2.133	1.33	0.173	25 & 10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.8	1.8	0.15	10
1.00	2.3	1.6	0.15	10	1.00	2.3	1.6	0.15	10
1.00	3.9	2.6	0.15	10	Rural	Rate			
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	4.5	3.0	0.15	10	1.00	5.2	3.5	0.15	10
1.00	6.8	4.5	0.15	10	1.00	6.8	4.5	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.8	1.8	0.15	10
1.00	6.8	4.5	0.15	10	1.00	6.8	4.5	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	2.0	1.4	0.15	10	1.00	2.33	1.56	0.167	10 & 10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	3.2	2.1	0.15	10	1.00	2.5	1.7	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	5.1	3.4	0.15	10	1.00	5.1	3.4	0.15	10
1.00	3.6	2.4	0.15	10	1.00	2.8	1.8	0.15	10
1.00	5.2	3.5	0.15	10	1.00	5.2	3.5	0.15	10
1.00	4.7	3.1	0.15	10	1.00	4.7	3.1	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	1.83	1.233	0.15	10 & 10	1.00	2.5	1.7	0.2	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.5	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	6.4	4.3	0.15	10	1.00	6.4	4.3	0.15	10
1.00	6.7	4.5	0.15	10	1.00	6.7	4.5	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	4.2	2.8	0.15	10	1.00	3.9	2.6	0.15	10
1.00	4.8	3.2	0.15	10	1.00	4.8	3.2	0.15	10
1.00	6.4	4.3	0.15	10	1.00	6.4	4.3	0.15	10

STATEMENT
Cost of Power to Municipalities

Municipality	Note	Interim rates at which power is billed to the Municipality and adjusted to cost at the end of the year									
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Dundalk	D	.....	.....	.....	.....	27.30	27.30	27.30	27.00	38.00	50.00
Dundas	B	17.00	16.00	15.00	15.00	14.00	14.00	14.00	14.00	14.00	17.00
Dunnville	A	.....	.....	.....	.....	.....	.....	27.77	27.77	35.00	40.00
Durham	D	.....	.....	.....	.....	33.97	33.97	33.97	33.00	45.00	50.00
Dutton	D	.....	.....	.....	43.53	43.53	43.53	43.53	43.00	40.00	40.00
Elmira	D	.....	38.00	38.00	38.00	38.00	38.00	38.00	38.00	38.00	38.00
Elmvale	D	.....	31.00	31.00	31.00	31.00	31.00	31.00	31.00	37.00	37.00
Elmwood	D	.....	.....	.....	.....	.....	.....	35.00	35.00	45.00	55.00
Elora	D	.....	.....	33.97	33.97	33.97	33.97	33.97	40.00	40.00	40.00
Embro	D	.....	.....	.....	39.85	45.00	45.00	45.00	60.00	75.00	75.00
Etobicoke Township	D	.....	.....	.....	.....	.....	27.00	27.00	27.00	27.00	27.00
Exeter	D	.....	.....	.....	.....	41.66	41.66	41.66	41.00	41.00	41.00
Fergus	D	.....	.....	33.97	33.97	33.97	33.97	33.97	40.00	40.00	44.00
Flesherton	D	.....	.....	.....	.....	25.96	25.96	25.96	26.00	36.00	45.00
Ford City	.....			Served by Walkerville							
Forest	D	.....	.....	.....	.....	.....	63.27	63.27	63.00	60.00	60.00
Galt	C	25.00	22.00	21.50	21.50	21.00	20.00	20.00	20.00	20.00	21.00
Georgetown	D	.....	36.00	36.00	36.00	36.00	36.00	36.00	36.00	35.00	35.00
Glen Williams, ext	.....			Served by Georgetown							
Goderich	A	.....	.....	37.00	37.00	43.00	43.00	43.00	43.00	43.00	50.00
Grand Valley	D	.....	.....	.....	.....	.....	45.00	45.00	45.00	60.00	70.00
Glencoe	D	.....	.....	.....	.....	.....	.....	.....	.....	78.35	78.35
Gravenhurst	C	.....	.....	.....	.....	.....	.....	.....	.....	15.00	15.00
Gamebridge	.....			Served by Brechin							
Granton	D	.....	.....	.....	.....	48.61	48.61	48.61	48.00	55.00	55.00
Guelph	B	25.00	22.00	21.00	21.00	20.00	20.00	20.00	19.00	19.00	20.00
Hagersville	D	.....	33.21	33.21	33.21	33.21	33.21	33.21	34.00	36.00	36.00
Hamilton	B	17.00	16.00	15.00	15.00	14.00	14.00	14.00	14.00	14.00	16.00
Hanover	D	.....	.....	.....	.....	.....	.....	35.00	35.00	35.00	40.00
Harriston	D	.....	.....	.....	.....	46.62	46.62	46.62	48.00	52.00	55.00
Hensall	D	.....	.....	.....	.....	.....	47.76	47.67	47.00	55.00	57.00
Hespeler	C	26.00	23.00	23.00	23.00	22.50	21.00	21.00	21.00	21.00	23.00
Highgate	D	.....	.....	.....	.....	.....	51.82	51.82	51.00	51.00	55.00
Holstein	D	.....	.....	.....	.....	43.50	43.50	43.50	44.00	75.00	90.00
Horning's Mills	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Huntsville	D	.....	.....	.....	.....	.....	22.51	22.51	25.00	25.00	25.00
Ingersoll	B	28.00	25.50	25.50	25.50	25.00	23.00	23.00	23.00	21.00	23.00
Kemptville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	85.00
Kincardine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston	A	.....	.....	.....	.....	.....	.....	28.00	.....	25.00	25.00
Kirkfield	.....	.....	.....	.....	.....	.....	.....	.....	.....	45.00	60.00
Kitchener	B	25.00	22.50	21.50	21.50	21.00	20.00	20.00	19.00	19.00	20.00
Lakefield	.....	.....	.....	.....	.....	.....	.....	.....	.....	36.00	36.00
Lambeth	D	.....	.....	.....	46.56	46.56	46.56	46.56	50.00	85.00	75.00
Lanark	.....	.....	.....	.....	.....	.....	.....	.....	.....	92.50	92.50
Lancaster	.....	.....	.....	.....	.....	.....	.....	.....	.....	97.00	97.00
Listowel	D	.....	.....	.....	.....	37.41	37.41	37.41	37.00	37.00	37.00
London	B	28.00	24.00	23.00	23.00	22.00	21.00	21.00	19.00	19.00	20.00
Lucan	D	.....	.....	.....	47.74	47.74	47.74	47.74	40.00	40.00	35.00
Lucknow	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lynden	D	.....	.....	.....	33.00	33.00	33.00	33.00	40.00	50.00	50.00
Markdale	D	.....	.....	.....	.....	23.24	23.24	23.24	23.00	35.00	50.00
Markham	D	.....	.....	.....	.....	.....	.....	.....	.....	77.74	77.74
Martintown	.....	.....	.....	.....	.....	.....	.....	.....	.....	54.00	85.00

"F"—Continued
and Power Rates to Consumers

Power Rates to Consumers									
1920					1921				
Service Charge per H.P. per Month	1st 50 Hr. per Month per Kw-hr.	2nd 50 Hr. per Month per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount	Service Charge per H.P. per Month	1st 50 Hr. per Month per Kw-hr.	2nd 50 Hr. per Month per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount
$ c.	c.	c.	c.	%	$ c.	c.	c.	c.	%
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	1.67	1.11	0.15	10 & 10	1.00	1.67	1.11	0.15	10 & 10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	3.2	2.1	0.15	10	1.00	3.2	2.1	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	3.2	2.1	0.15	10	1.00	3.2	2.1	0.15	10
1.00	3.9	2.6	0.15	10	1.00	3.9	2.6	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	7.4	4.9	0.15	10	1.00	7.1	4.7	0.15	10
1.00	2.0	1.33	0.167	25 & 10	1.00	2.0	1.33	0.167	25 & 10
1.00	2.8	1.8	0.15	10	1.00	2.0	1.4	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	8.6	5.7	0.15	10	1.00	8.6	5.7	0.15	10
1.00	3.5	2.25	0.15	10	1.00	3.5	2.25	0.15	10
1.00	8.7	5.8	0.15	10	1.00	8.7	5.8	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	1.467	1.0	0.133	25 & 10	1.00	1.467	1.0	0.133	25 & 10
1.00	2.8	1.8	0.15	10	1.00	2.5	1.7	0.15	10
1.00	1.43	1.0	0.143	30 & 10	1.00	1.43	1.0	0.143	30 & 10
1.00	3.3	2.2	0.15	10	1.00	3.3	2.2	0.15	10
1.00	4.8	3.2	0.15	10	1.00	4.8	3.2	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	2.11	1.39	0.167	10 & 10	1.00	2.11	1.39	0.167	10 & 10
1.00	5.8	3.9	0.15	10	1.00	5.8	3.9	0.15	10
1.00	9.3	6.2	0.15	10	1.00	9.3	6.2	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	3.5	2.25	0.15	10	1.00	3.5	2.25	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	1.67	1.11	0.133	10 & 10
.....	.....	.....	.....	.....	1.00	8.6	5.7	0.15	10
.....	.....	.....	.....	.....	1.00	5.4	3.6	0.15	10
1.00	2.5	1.7	0.15	10	1.00	2.0	1.4	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	1.867	1.267	0.16	25 & 10	1.00	1.867	1.267	0.16	25 & 10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
.....	.....	.....	.....	.....	1.00	8.6	5.7	0.15	10
.....	.....	.....	.....	.....	1.00	8.6	5.7	0.15	10
1.00	3.8	2.5	0.15	10	1.00	3.8	2.5	0.15	10
1.00	1.867	1.267	0.16	25 & 10	1.00	1.867	1.267	0.16	25 & 10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
.....	.....	.....	.....	.....	1.00	7.1	4.7	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	10.0	6.7	0.15	10	1.00	9.3	6.2	0.15	10
.....	.....	.....	.....	.....	1.00	6.4	4.3	0.15	10

STATEMENT
Cost of Power to Municipalities

Municipality	Note	Interim rates at which power is billed to the Municipality and adjusted to cost at the end of the year									
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Maxville										86.00	86.00
Midland	D	21.00	20.30	19.45	19.37	19.37	19.00	19.00	20.00	28.00	32.00
Milton	B		28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00
Milverton	D					35.63	35.63	35.63	35.00	35.00	35.00
Mimico	D	30.74	30.00	28.00	28.00	28.00	27.00	27.00	25.00	21.00	21.00
Mitchell	A	38.00	37.00	37.00	37.00	37.00	36.00	36.00	36.00	36.00	36.00
Moorefield	D							63.93	63.00	70.00	70.00
Mount Brydges	D				46.56	46.56	46.56	46.56	50.00	70.00	70.00
Mount Forest	D					34.51	34.51	34.51	40.00	55.00	65.00
New Hamburg	D	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00
New Toronto	D			28.00	28.00	28.00	27.00	27.00	25.00	20.00	22.00
Newbury	D										67.10
Neustadt	D								42.50	45.00	55.00
Niagara-on-the-Lake	B									28.00	28.00
Niagara Falls	B & D					11.50	11.50	11.50	11.50	11.50	12.50
Norwich	D	30.00	32.00	32.00	32.00	38.00	38.00	38.00	35.00	35.00	35.00
Oil Springs	D							38.54	38.00	43.00	43.00
Omemee	D							39.39	39.39	39.39	39.39
Orangeville	D					35.00	35.00	35.00	35.00	55.00	65.00
Ottawa	A	15.00	15.00	15.00	14.00	14.00	14.00	14.00	14.00	14.00	13.50
Otterville	D					45.00	45.00	45.00	50.00	50.00	50.00
Owen Sound	D					31.00	31.00	31.00	28.00	28.00	30.00
Palmerston	D					40.82	40.82	40.82	45.00	50.00	45.00
Paris	A			21.00	21.00	21.00	21.00	21.00	20.00	19.00	21.00
Parkhill	D									75.23	75.00
Perth	D								32.00	32.00	45.00
Penetang	D	28.80	26.50	26.50	26.50	26.50	22.00	22.00	22.00	32.00	30.00
Peterboro	C D			18.00	18.00	17.70	17.70	17.50	17.50	17.50	17.50
Petersburg				Serve	d fro	m Ba	den S	ub-St	ation		
Petrolia	D					36.26	36.26	36.26	36.00	36.00	36.00
Plattsville	D				49.27	49.27	49.27	49.27	60.00	65.00	65 00
Picton	D								69.14	69.14	69.14
Port Colborne	A									21.00	21.00
Port Arthur	A	20.30	19.50	22.25	22.71	20.75	20.75	19.75	19.75		
Port Credit	D	36.79	31.00	28.00	28.00	27.00	27.00	27.00	25.00	23.00	23.00
Port Dalhousie	D		22.30	21.42	22.49	24.31	25.81	24.85	21.56	17.00	17.00
Port McNicoll	D				35.00	35.00	25.00	25.00	35.00	85.00	85.00
Port Robinson, ext.				Serve	d by	Wella	nd				
Port Stanley	D	59.75	55.50	43.85	50.90	49.53	46.78	45.54	53.03	53.00	50.00
Prescott	D			39.59	28.67	25.00	25.00	25.00		44.93	55.00
Preston	C	25.00	21.50	21.00	21.00	20.00	19.00	19.00	19.00	19.00	22.00
Priceville											
Princeton	D				65.95	65.95	65.95	65.95	70.00	85.00	90.00
Ridgetown	D					47.17	47.17	47.17	47.00	47.00	45.00
Ripley											
Rockwood	D		38.00	38.00	38.00	38.00	38.00	38.00	38.00	55.00	55.00
Rodney	D						63.00	63.00	63.00	63.00	55.00
Sandwich				Serve	d by	Wind	sor				
Sarnia	A					38.00	38.00	38.00	38.00	36.00	35.00
Seaforth	A	41.00	40.00	40.00	40.00	40.00	38.00	38.00	38.00	36.00	36.00
Scarboro Township	D								25.00	25.00	28.00
Sebringville, ext.				Serve	d by	Stratf	ord				
Shelburne	D					30.00	30.00	30.00	30.00	38.00	50.00
Simcoe	A				35.00	35.00	35.00	35.00	32.00	28.00	28.00

"F"—Continued
and Power Rates to Consumers

Power Rates to Consumers

1920					1921				
Service Charge per H.P. per Month	1st 50 Hr. per Month per Kw-hr.	2nd 50 Hr. per Month per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount	Service Charge per H.P. per Month	1st 50 Hr. per Month per Kw-hr.	2nd 50 Hr. per Month per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount
$ c.	c.	c.	c.	%	$ c.	c.	c.	c.	%
.....	.....	.....	.....	.....	1.00	8.0	5.3	0.15	10
1.00	2.0	1.4	0.15	10	1.00	2.0	1.4	0.15	10
1.00	2.2	1.5	0.15	10	1.00	2.2	1.5	0.15	10
1.00	3.3	2.2	0.15	10	1.00	3.3	2.2	0.15	10
1.00	2.11	1.39	0.67	10 & 10	1.00	2.11	1.39	0.167	10 & 10
1.00	3.8	2.5	0.15	10	1.00	3.6	2.4	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	3.8	2.5	0.3	10	1.00	4.2	2.8	0.15	10
1.00	2.9	1.9	0.15	10	1.00	2.9	1.9	0.15	10
1.00	2.133	1.33	0.173	25 & 10	1.00	2.133	1.33	0.173	25 & 10
1.00	8.1	5.4	0.15	10	1.00	8.1	5.4	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.5	1.7	0.15	10
1.00	2.2	1.5	0.18	50 & 10	1.00	1.33	0.867	0.1	25 & 10
1.00	3.	2.	0.15	10	1.00	3.	2.	0.15	10
1.00	4.8	3.2	0.15	10	1.00	4.8	3.2	0.15	10
1.00	4.5	3.	0.15	10	1.00	4.5	3.	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	1.8	1.2	0.15	15 & 10	1.00	1.8	1.2	0.15	15 & 10
1.00	4.9	3.3	0.15	10	1.00	4.7	3.1	0.15	10
1.00	2.	1.4	0.15	10	1.00	2.	1.4	0.15	10
1.00	4.7	3.1	0.15	10	1.00	4.7	3.1	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	1.67	1.11	0.133	10 & 10
1.00	9.0	6.0	0.15	10	1.00	7.8	5.2	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	2.0	1.4	0.15	10	1.00	2.0	1.4	0.15	10
1.00	1.3	0.8	0.1	10	1.00	1.3	0.8	0.1	10
1.00	5.1	3.4	0.15	10	Rural	Rates			
1.00	3.6	2.4	0.15	10	1.00	3.1	2.0	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	6.8	4.5	0.15	10	1.00	6.4	4.3	0.15	10
1.00	2.5	1.7	0.15	10	1.00	2.5	1.7	0.15	10
1.00	1.75	1.	0.1	10	1.00	1.75	1.	0.1	10
1.00	2.0	1.4	0.15	10	1.00	2.0	1.4	0.15	10
1.00	2.33	1.56	0.167	10 & 10	1.00	2.33	1.56	0.167	10 & 10
1.00	3.6	2.4	0.15	10	1.00	6.8	4.6	0.15	10
1.00	1.8	1.2	0.15	10	1.00	1.8	1.2	0.15	10
1.00	5.	3.	0.15	10	1.00	5.	3.	0.15	10
1.00	2.8	1.8	0.2	10	1.00	4.2	2.8	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	1.67	1.11	0.133	10 & 10
.....	.....	.....	.....	.....	1.00	5.6	3.8	0.15	10
1.00	7.8	5.2	0.15	10	1.00	7.8	5.2	0.15	10
1.00	4.8	3.2	0.15	10	1.00	4.5	3.0	0.15	10
.....	.....	.....	.....	.....	1.00	7.1	4.7	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	6.7	4.5	0.15	10	1.00	5.6	3.8	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.1	2.0	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.5	2.3	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	4.5	3.	0.15	10	1.00	4.5	3.	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.5	1.7	0.15	10

STATEMENT
Cost of Power to Municipalities

Municipality	Note	Interim rates at which power is billed to the Municipality and adjusted to cost at the end of the year									
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Smith's Falls	D	.....	.....	.....	.....	.....	.....	28.00	28.00	28.00	40.00
Springfield	D	.....	.....	.....	.....	.....	65.00	65.00	65.00	65.00	65.00
St. Agatha				See P	eters	burg					
St. Catharines	B	.....	.....	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
St. George	D	.....	.....	.....	38.78	38.78	38.78	38.78	45.00	45.00	45.00
St. Jacob's	D	.....	.....	.....	.....	.....	32.44	42.18	32.00	32.00	35.00
St. Marys	B	38.00	29.50	29.50	29.50	28.00	28.00	28.00	28.00	28.00	32.00
St. Thomas	B	32.00	29.00	28.00	28.00	27.00	26.00	26.00	24.00	24.00	25.00
Stamford Township	B	.....	.....	.....	.....	.....	.....	16.57	15.00	15.00	16.00
Stayner	D	.....	.....	37.82	37.82	37.82	35.00	35.00	35.00	40.00	40.00
Stratford	A	32.00	30.00	30.00	30.00	29.00	27.00	27.00	25.00	25.00	27.00
Strathroy	B	.....	.....	.....	44.07	44.07	44.07	44.01	42.00	40.00	37.00
Sunderland	D	.....	.....	.....	82.68	81.00	50.00	50.00	55.00	85.00	85.00
Tara	D	.....	.....	.....	.....	.....	.....	37.00	37.00	85.00	90.00
Tavistock	D	.....	.....	.....	.....	.....	78.28	37.01	36.00	35.00	35.00
Teeswater	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thamesford	D	.....	.....	45.00	45.00	45.00	45.00	45.00	50.00	50.00	50.00
Thamesville	D	.....	.....	.....	.....	45.40	45.40	45.40	50.00	60.00	55.00
Thorndale	D	.....	.....	45.00	45.00	45.00	45.00	45.00	50.00	60.00	60.00
Thornton	D	.....	.....	.....	.....	.....	.....	43.00	43.00	85.00	85.00
Tilbury	D	.....	.....	.....	39.45	39.45	39.45	39.45	45.00	50.00	50.00
Tillsonburg	B	32.00	32.00	32.00	32.00	35.00	35.00	35.00	32.00	30.00	30.00
Toronto	B	18.50	15.00	15.00	15.00	14.50	14.50	14.50	14.50	14.50	17.00
Toronto Township	D	.....	.....	.....	.....	.....	.....	.....	25.00	25.00	25.00
Tottenham	D	.....	.....	.....	.....	.....	.....	51.00	51.00	85.00	90.00
Victoria Harbor	D	.....	.....	.....	35.00	35.00	35.00	35.00	35.00	50.00	45.00
Walkerville	A	.....	.....	38.00	38.00	38.00	38.00	38.00	36.00	36.00	35.00
Wallaceburg	D	.....	.....	.....	38.45	38.45	38.45	38.45	38.00	38.45	35.00
Waterdown	D	37.50	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	31.00
Waterford	D	.....	.....	.....	39.00	39.00	39.00	39.00	39.00	33.00	33.00
Waterloo	B	26.00	23.50	22.50	22.50	22.00	21.00	21.00	20.00	20.00	21.00
Watford	D	.....	.....	.....	.....	.....	59.45	59.45	65.00	85.00	85.00
Waubaushene	D	.....	.....	.....	35.00	35.00	25.00	25.00	30.00	45.00	45.00
Welland	B	.....	14.50	14.00	14.00	14.00	14.00	14.00	14.00	14.00	16.00
Wellington	D	.....	.....	.....	.....	.....	.....	.....	52.76	52.76	52.76
Wellesley	D	.....	.....	.....	.....	.....	39.96	39.96	39.00	39.00	39.00
West Hamilton, ext	.....			Serve	d by		Anca	ster			25.81
West Lorne	D	.....	.....	.....	.....	.....	55.60	55.60	55.00	55.00	50.00
Weston	B	30.00	30.00	30.00	30.00	30.00	30.00	30.00	25.00	23.00	23.00
Williamsburg	D	.....	.....	.....	25.09	30.00	30.00	30.00	30.00	50.00	73.89
Winchester	D	.....	.....	38.28	39.54	43.00	43.00	43.00	43.00	69.84	85.00
‡Windsor	A	.....	.....	38.00	38.00	38.00	38.00	38.00	36.00	36.00	35.00
Wingham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodbridge	D	.....	.....	.....	33.83	33.83	33.83	33.83	33.00	31.00	31.00
Woodstock	B	26.00	23.00	23.00	23.00	23.00	21.00	21.00	20.00	20.00	21.00
Woodville	D	.....	.....	.....	70.24	70.00	50.00	50.00	55.00	80.00	80.00
Wyoming	D	.....	.....	.....	.....	38.34	38.34	38.34	38.00	60.00	60.00
York Township	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Zurich	D	.....	.....	.....	.....	.....	.....	69.34	69.00	60.00	60.00

* Rate based on load characteristics and determined at end of year.
Note A.—Power delivered at 46,000, 26,400 or 22,000 volts.
Note B.—Power delivered at 13,200 or 12,000 volts.
‡Windsor 1921 Rates for 60 cycle power are 25% higher than rates given here.

"F"—Concluded
and Power Rates to Consumers

Power Rates to Consumers

1920					1921				
Service Charge per H.P. per Month	1st 50 Hr. per Month per Kw-hr.	2nd 50 Hr. per Month per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount	Service Charge per H.P. per Month	1st 50 Hr. per Month per Kw-hr.	2nd 50 Hr. per Month per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount
$ c.	c.	c.	c.	%	$ c.	c.	c.	c.	%
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	7.8	5.2	0.15	10	1.00	7.8	5.2	0.15	10
					Rural	Rates			
1.00	1.6	1.066	0.16	25 & 10	1.00	1.6	1.066	0.166	25 & 10
1.00	3.8	2.5	0.15	10	1.00	3.8	2.5	0.15	10
1.00	3.3	2.2	0.15	10	1.00	3.1	2.0	0.15	10
1.00	3.1	2.1	0.15	10	1.00	3.3	2.2	0.15	10
1.00	1.867	1.267	0.16	25 & 10	1.00	1.73	1.133	0.147	25 & 10
1.00	1.67	1.11	0.133	10 & 10	1.00	1.67	1.11	0.133	10 & 10
1.00	3.8	2.5	0.15	10	1.00	3.8	2.5	0.15	10
1.00	2.5	1.7	0.15	10	1.00	2.2	1.5	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.2	2.1	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.5	1.7	0.15	10
.....	.....	.....	.....	.....	1.00	4.2	2.8	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.4	3.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	6.4	4.3	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	5.1	3.4	0.15	10	1.00	5.1	3.4	0.15	10
1.00	2.9	1.9	0.15	10	1.00	2.8	1.8	0.15	10
A.C. 1.25 & 1.00	1.5	0.75	0.4	10	†A.C. 1.25 & 1.00	1.5	0.75	0.4	10
D.C. 1.35 & 1.00	2.5	1.25	0.6	10	†D.C. 1.35 & 1.00	2.5	1.25	0.6	10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.1	2.0	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.2	2.1	0.15	10
1.00	3.3	2.2	0.15	10	1.00	3.3	2.2	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.1	2.0	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	1.67	1.11	0.133	10 & 10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	1.73	1.13	0.147	25 & 10	1.00	1.73	1.33	0.147	25 & 10
1.00	4.9	3.3	0.15	10	1.00	5.4	3.6	0.15	10
1.00	3.9	2.6	0.15	10	1.00	3.9	2.6	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.8	1.8	0.15	10
1.00	6.5	4.4	0.15	10	1.00	4.9	3.3	0.15	10
1.00	2.0	1.33	0.167	10 & 10	1.00	2.133	1.33	0.173	25 & 10
1.00	4.2	2.8	0.3	10	1.00	6.4	4.3	0.15	10
1.00	4.5	3.0	0.15	10	1.00	6.4	4.3	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.1	2.0	0.15	10
.....	.....	.....	.....	.....	1.00	5.4	3.6	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.5	1.7	0.15	10
1.00	1.867	1.267	0.16	25 & 10	1.00	1.867	1.267	0.16	25 & 10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
.....	.....	.....	.....	.....	1.00	2.11	1.39	0.167	10 & 10
1.00	7.1	4.7	0.15	10	1.00	6.8	4.6	0.15	10

† 1.25 and 1.35 for 1st 10 h.p. 1.00 for all additional h.p.

Note C.—Power delivered at 6,600 volts.

Note D.—Power delivered at 4,000 or 2,200 volts.

STATEMENT
Lighting Rates

Municipality	1920							
	Domestic			Commercial				
	Per 100 Sq. Ft.	1st 3 Kw-hr. per 100 Sq. Ft. per Kw-hr.	All Additional per Kw-hr.	1st 30 Hr. per Kw-hr.	Next 70 Hr. per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount	Minimum Net Monthly Bill
	c.	c.	c.	c.	c.	c.	%	$ c.
Acton	3	3	1.5	6	3	0.6	10	0.75
Ailsa Craig	3	6	3	12	6	1.2	10	0.75
Alexandria	.....	.....	.....	.....	.....	.....	.....	.....
Alliston	3	6	3	12	6	1.2	10	1.00
Ancaster	3	5	2.5	10	5	1	10	0.75
Apple Hill	.....	.....	.....	.....	.....	.....	.....	.....
Arthur	3	7	3.5	14	7	1.	10	1.50
Aylmer	3	5.5	2.75	11	5.5	1.1	10	0.75
Ayr	3	6	3	12	6	1.2	10	0.75
Baden	3	3.	1.75	7	3.5	0.7	10	0.75
Barrie	3	2	1	4	2	0.4	10	0.75
Barton Township	3	3.0	1.5	5	2.5	0.15	10	0.75
Beachville	3	3.5	1.75	7	3.5	0.7	10	0.75
Beaverton	3	5	2	10	5	1	10	1.25
Beeton	3	7	3.5	14	7	1.4	10	1.50
Blenheim	3	5	2.5	10	5	1.0	10	0.75
Bloomfield	3	7	3.5	14	7	1.4	10	1.00
Bolton	3	6	3	12	6	1.2	10	1.00
Bothwell	3	7.5	3.75	15	7.5	1.5	10	1.00
Bradford	3	7	3.5	14	7	1.4	10	1.55
Brampton	3	2	1	4	2	0.4	10	0.50
Brantford	3	2	1	3.5	1.2	0.12	10	0.50
Brechin	3	7	3.5	14	7	1.4	10	1.50
Bridgeport	3	Kitchener rate		+ 10%				
Brantford Twp	3	3	1.5	6	3	0.6	10	0.70
Breslau	3	6	3	12	6	1.2	10	1.00
Brooklyn	3	5	2.5	10	5	1	10	0.50
Broughdale	3	3	1.5	.....	.....	.....	10	.....
Brigden	3	7.5	3.75	15	7.5	1.5	10	1.00
Brockville	3	5	2.5	10	5	1	10	0.75
Bullock's Corners and Greensville	3	4	2	8	4	0.8	10	0.75
Burford	3	7	3.5	14	7	1.4	10	1.50
Burgessville	3	5.5	2.75	11	5.5	1.1	10	0.75
Caledonia	3	3	1.5	6	3	0.6	10	0.75
Cannington	3	6	2	12	6	1.2	10	1.50
Carleton Place	3	4	2	8	4	0.8	10	1.00
Chatham	3	3.5	1.75	7	3.5	0.7	10	0.75
Chatsworth	3	6	3	12	6	1.2	10	1.00
Chesley	3	5	2.5	10	5	1	10	1.00
Chesterville	3	6	3	12	6	1.2	10	1.00
Chippawa	3	4.5	2.25	9	4.5	0.9	10	1.00
Clinton	3	4	2	8	4	0.8	10	0.75
Coldwater	3	5	2.5	10	5	1	10	1.25
Collingwood	3	2	1	4	2	0.4	10	0.75
Comber	3	7	3.5	14	7	1.4	10	1.00
Cookstown	3	7	3.5	14	7	1.4	10	1.50
Creemore	3	7	3.5	14	7	1.4	10	1.00
Dashwood	3	7	3.5	14	7	1.4	10	0.75
Delaware	3	7	3.5	14	7	1.4	10	1.25
Doon and Blair, ext	3	4	2	8	4	0.8	10	0.75
Dorchester	3	6	3	12	6	1.2	10	0.75
Drayton	3	7	3.5	14	7	1.4	10	1.00
Dresden	3	4.5	2.25	9	4.5	0.9	10	0.75

"G"
in Municipalities

1921

Domestic				Commercial				
Per 100 Sq. Ft.	1st 3 Kw-hr. per 100 Sq. Ft. per Kw-hr.	All Additional per Kw-hr.	Minimum Net Monthly Bill	1st 30 Hr. per Kw-hr.	Next 70 Hr. per Kw-hr.	All Additional per Kw-hr.	Minimum Net Monthly Bill	Prompt Payment Discount
c.	c.	c.	$ c.	c.	c.	c.	$ c.	%
3	3	1.5	.....	6	3	0.6	0.75	10
3	5	2.5	.....	10	5	1.0	0.75	10
3	7	3.5	1.00	14	7	1.4	1.50	10
3	6	3	.....	12	6	1.2	1.00	10
3	5	2.5	.....	10	5	1	0.75	10
3	7	3.5	1.50	14	7	1.4	1.50	10
3	8	4	.....	16	8	1.6	1.50	10
3	5.0	2.5	.....	10	5	1	0.75	10
3	5	2.5	.....	10	5	1	1.00	10
3	2.5	1.25	.....	5	2.5	0.5	0.75	10
3	2	1	.....	4	2	0.4	0.75	10+10
10	per cent. a	bove Ham	ilton	5	2.5	0.15	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	5	2.5	.....	10	5	1	1.25	10
3	8	4	.....	16	8	1.6	1.50	10
3	4.5	2.25	.....	9	4.5	0.9	0.75	10
3	7	3.5	.....	14	7	1.4	1.00	10
3	6	3	.....	12	6	1.2	1.00	10
3	6	3	.....	12	6	1.2	1.00	10
3	8	4	.....	16	8	1.6	1.50	10
3	2	1	.....	4	2	0.4	0.75	10
3	2	1	.....	3.5	1.2	0.12	0.75	10
3	8	4	.....	16	8	1.6	1.50	10
3		Kitchen	er rate	+10%				
3	3	1.5	.....	6	3	0.6	1.00	10
3			Rural	Rates				
3	5	2.5	.....	10	5	1	.....	10
5	3	1.5	.....	.....	.....	.....	.....	10
3	6	3	.....	12	6	1.2	1.00	10
3	6	3	.....	12	6	1.2	1.25	10
3	4	2	.....	8	4	0.8	1.00	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	5.5	2.75	.....	11	5.5	1.1	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	6	3	.....	12	6	1.2	1.50	10
3	4.5	2.25	.....	9	4.5	0.9	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	6	3	.....	12	6	1.2	1.25	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	4	2	.....	8	4	0.8	1.00	10
3	4	2	.....	8	4	0.8	0.75	10
3	6	3	.....	12	6	1.2	1.25	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	7	3.5	.....	14	7	1.4	1.25	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	7	3.5	.....	14	7	1.4	1.00	10
3	7	3.5	.....	14	7	1.4	0.75	10
3	7	3.5	.....	14	7	1.4	1.25	10
3	4	2	.....	8	4	0.8	1.00	10
3	5.5	2.75	.....	11	5.5	1.1	0.75	10
3	6.5	3.25	.....	13	6.5	1.3	1.25	10
3	4	2	.....	8	4	0.8	0.75	10

STATEMENT
Lighting Rates

Municipality	1920							
	Domestic			Commercial			Prompt Payment Discount *	Minimum Net Monthly Bill
	Per 100 Sq. Ft.	1st 3 Kw-hr. per 100 Sq. Ft. per Kw-hr.	All Additional per Kw-hr.	1st 30 Hr. per Kw-hr.	Next 70 Hr. per Kw-hr.	All Additional per Kw-hr.		
	c.	c.	c.	c.	c.	c.	%	$ c.
Drumbo	3	6	3	12	6	1.2	10	1.00
Dublin	3	7	3.5	14	7	1.4	10	1.50
Dundalk	3	4.5	2.25	9	4.5	0.9	10	1.00
Dundas	3	2	1	5	2	0.15	10	0.50
Dunnville	3	4	2	8	4	0.8	10	0.75
Durham	3	5	2.5	10	5	1	10	1.00
Dutton	3	3.5	1.75	7	3.5	0.7	10	0.75
Elmira	3	3	1.5	6	3	0.6	10	0.75
Elmvale	3	4.5	2.25	9	4.5	0.9	10	1.00
Elmwood	3	5	2.5	10	5	1	10	1.25
Elora	3	3	1.5	6	3	0.6	10	0.75
Embro	3	7.5	3.75	15	7.5	1.5	10	1.50
Etobicoke Twp.	3	4.5	2.25	9	4.5	0.9	10	0.75
Exeter	3	4.5	2.25	9	4.5	0.9	10	0.75
Fergus	3	3	1.5	6	3	0.6	10	0.75
Flesherton	3	4	2	8	4	0.8	10	1.25
Ford City	3	4	2	8	4	0.8	10	0.75
Forest	3	7	3.5	14	7	1.4	10	1.00
Galt	3	2	1	4	2	0.4	10	0.50
Gamebridge	3+50c.	8	4	16	8	1.6	10	1.50
Georgetown	3	2.5	1.25	5	2.5	0.5	10	0.75
Glencoe	3	8	4	16	8	1.6	10	1 00
Glen Williams, ext.	3	4	2	8	4	0.8	10	0.75
Goderich	3	3.5	1.75	7	3.5	0.7	10	0.75
Grand Valley	3	7	3.5	14	7	1.4	10	1.50
Grantham Twp.	.....	.....	Rural	Rates				
Granton	3	6		12	6	1.2	10	1.00
Gravenhurst	3	4.5	2.2	9	4.5	0.9	10	1.00
Guelph	3	2	1	4	2.0	0.4	10	0.50
Hagersville	3	3	1.5	6	3	0.6	10	0.75
Hamilton	3	2	1	3.5	1.2	0.12	10	0.50
Hanover	3	4.5	2.25	9	4.5	0.9	10	0.75
Harriston	3	5	2.5	10	5	1	10	1.00
Hensall	3	6	3	12	6	1.2	10	1.00
Hespeler	3	3	1.5	6	3	0.6	10	0.75
Highgate	3	6.5	3.25	13	6.5	1.3	10	1.00
Holstein	3	8	4	16	8	1.6	10	1.50
Horning's Mills	3	7	3.5	14	7	1.4	10	1.50
Huntsville	3	6	3	12	6	1.2	10	1.00
Ingersoll	3	2	1	4	2	0.4	10	0.75
Kemptville	.....	.....	.....	.....	.....	.....	.....	.....
Kincardine	.....	.....	.....	.....	.....	.....	.....	.....
Kingston	3	4	2	8	4	0.8	10	.....
Kirkfield	3	6	3	12	6	1.2	10	1.50
Kitchener	3	2	1	4	2.0	0.4	10	0.50
Lambeth	3	6	3	12	6	1.2	10	1.25
Lanark	.....	.....	.....	.....	.....	.....	.....	.....
Lancaster	.....	.....	.....	.....	.....	.....	.....	.....
Listowel	3	4	2	8	4	0.8	10	0.75
London	3	2	1	4	2.0	0.4	10	0.50
Lucan	3	4	2	8	4	0.8	10	0.75
Lucknow	.....	.....	.....	.....	.....	.....	.....	.....
Lynden	3	5	2.5	10	5	1	10	1.50

"G"—Continued
in Municipalities

1921

Domestic				Commercial				
Per 100 Sq. Ft.	1st 3 Kw-hr. per 100 Sq. Ft. per Kw-hr.	All Additional per Kw-hr.	Minimum Net Monthly Bill	1st 30 Hr. per Kw-hr.	Next 70 Hr. per Kw-hr.	All Additional per Kw-hr.	Minimum Net Monthly Bill	Prompt Payment Discount
c.	c.	c.	$ c.	c.	c.	c.	$ c.	%
3	6	3	.....	12	6	1.2	1.00	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	5.5	2.75	.....	11	5.5	1.1	1.00	10
3	2	1	.....	5	2	0.15	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	5	2.5	.....	10	5	1	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	4.5	2.25	.....	9	4.5	0.9	1.00	10
3	6	3.0	.....	12	6	1.2	1.50	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	7.5	3.75	.....	15	7.5	1.5	1.50	10
3	4	2	.....	8	4	0.8	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	3.5	1.75	.....	7	3.5	0.7	0.75	10
3	5	2.5	.....	10	5	1.0	1.50	10
3	4	2	.....	8	4	0.8	0.75	10
3	6	3	.....	12	6	1.2	1.00	10
3	2	1	.....	4	2	0.4	0.75	10
3+50c.	8	4	.....	16	8	1.6	1.50	10
3	2	1	.....	4	2	0.4	0.75	10
3	8	4	.....	16	8	1.6	1.00	10
3	4	2	.....	8	4	0.8	0.75	10
3	3.5	1.75	.....	7	3.5	0.7	0.75	10
3	8	4	.....	16	8	1.6	1.50	10
			Rural	Rates				
3	6	3	.....	12	6	1.2	1.00	10
3	4.5	2.25	.....	9	4.5	0.9	1.00	10
3	2	1	.....	4	2	0.4	0.75	10
3	2.5	1.25	.....	5	2.5	0.5	0.75	10
3	2	1	.....	3.5	1.2	0.12	0.75	10
3	5	2.5	.....	10	5	1	1.00	10
3	4.5	2.25	.....	9	4.5	0.9	1.00	10
3	6	3	.....	12	6	1.2	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	6	3	.....	12	6	1.2	1.00	10
3	9	4.5	.....	18	9	1.8	1.50	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	6	3	.....	12	6	1.2	1.00	10
3	2	1	.....	4	2	0.4	0.75	10
.....	.....	.....	.....	.....	.....	.....	.....	.....
3	6	3	.....	12	6	3	1.00	10
3	3.5	1.75	.....	7	3.5	0.4	0.75	10
3	6	3	.....	12	6	1.2	1.50	10
3	2	1	.....	4	2	0.4	0.75	10
3	6	3	.....	12	6	1.2	1.25	10
3	8	4	1.65	16	8	1.6	2.50	10
3	8	4	1.75	16	8	1.6	2.50	10
3	4	2	.....	8	4	0.8	0.75	10
3	2	1	.....	4	2	0.4	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	7.5	3.75	.....	15	7.5	1.5	1.50	10
3	4.5	2.25	.....	9	4.5	0.9	1.50	10

STATEMENT
Lighting Rates

Municipality	1920							
	Domestic			Commercial			Prompt Payment Discount	Minimum Net Monthly Bill
	Per 100 Sq. Ft.	1st 3 Kw-hr. per 100 Sq. Ft. per Kw-hr	All Additional per Kw-hr	1st 30 Hr. per Kw-hr.	Next 70 Hr. per Kw-hr.	All Additional per Kw-hr.		
	c.	c.	c.	c.	c.	c.	%	$ c.
Markdale	3	4	2	8	4	0.8	10	1.00
Martintown	.....	.....	.....	.....	.....	.....	.....	.....
Maxville	.....	.....	.....	.....	.....	.....	.....	.....
Markham	3	10	5	20	10	2.0	10	1.00
Midland	3	3	1.5	6	3	0.6	10	0.75
Milton	3	3	1.5	6	3	0.6	10	0.75
Milverton	3	4	2	8	4	0.8	10	0.75
Mimico	3	2.5	1.25	5	2.5	0.5	10	0.75
Mitchell	3	4	2	8	4	0.8	10	0.75
Moorefield	3	7.5	3.75	15	7.5	1.5	10	1.50
Mount Brydges	3	6	3	12	6	1.2	10	1.25
Mount Forest	3	4.5	2.2	9	4.5	0.9	10	0.75
Niagara-on-the-Lake	3	4	2	8	4	0.8	10	0.75
Neustadt	3	6	3	12	6	1.2	10	1.00
Newbury	.....	.....	.....	.....	.....	.....	.....	.....
New Hamburg	3	3	1.5	6	3	0.6	10	0.75
New Toronto	3	2.5	1.25	5	2.5	0.5	10	0.50
Niagara Falls	3	2	1	4	1.5	0.15	10	0.50
Norwich	3	3	1.5	6	3	0.6	10	0.75
Oil Springs	3	5	2.5	10	5	1	10	1.00
Omemee	3	5	2.5	10	5	1	10	1.00
Orangeville	3	4.5	2.25	9	4.5	0.9	10	1.00
Ottawa	3	2	1.5	5	2.2	0.5	10	0.50
Otterville	3	7	3.5	14	7	1.4	10	0.75
Owen Sound	3	3	1.5	6	3	0.6	10	0.75
Palmerston	3	4.5	2.25	9	4.5	0.9	10	0.75
Paris	3	2	1	5	2	0.5	10	0.50
Parkhill	3	9	4.5	18	9	1.8	10	1.50
Perth	3	4.5	2.25	9	4.5	0.9	10	1.00
Penetang	3	4	2	8	4	0.8	10	1.00
Peterboro'	3	2.5	1.25	5	2.5	0.5	10	0.75
Petersburg, ext	3	6	3	12	6	1.2	10	1.00
Petrolia	3	4.5	2.25	9	4.5	0.9	10	0.75
Plattsville	3	6	3	12	6	1.2	10	0.75
Picton	3	7	3.5	14	7	1.4	10	0.75
Port Arthur	3	2.5	1.5	5	2.5	.....	10	0.75
Port Colborne	3	4	2	8	4	0.8	10	0.75
Port Credit	3	3	1.5	6	3	0.6	10	0.75
Port Dalhousie	3	4.5	2.25	9	4.5	0.9	10	0.75
Port McNicoll	3	4.5	2.25	9	4.5	0.9	10	1.25
Port Robinson, ext.	3	3	1.5	6	3	0.6	10	0.75
Port Stanley	3	4	2	8	4	0.8	10	0.75
Prescott	3	4	2	8	4	0.8	10	0.75
Preston	3	2.5	1.25	5	2.5	0.5	10	0.75
Priceville	.....	.....	.....	.....	.....	.....	.....	.....
Princeton	3	7.5	3.75	15	7.5	1.5	10	1.50
Ridgetown	3	4.5	2.25	9	4.5	0.9	10	0.75
Ripley	.....	.....	.....	.....	.....	.....	.....	.....
Rockwood	3	5	2.5	10	5	1	10	1.00
Rodney	3	8	4	16	8	1.6	10	0.75
Sarnia	3	4	2	8	4	0.8	10	0.75
Sandwich	3	4	2	8	5	0.8	10	0.75
Scarboro Twp	3	5.5	2.75	11	5.5	1.1	10	0.75
Seaforth	3	3.5	1.75	7	3.5	0.7	10	0.75

"G"—Continued
in Municipalities

1921

Domestic				Commercial				
Per 100 Sq. Ft.	1st 3 Kw-hr. per 100 Sq. Ft. per Kw-hr.	All Additional per Kw-hr.	Minimum Net Monthly Bill	1st 30 Hr. per Kw-hr.	Next 70 Hr. per Kw-hr.	All Additional per Kw-hr.	Minimum Net Monthly Bill	Prompt Payment Discount
c.	c.	c.	$ c.	c.	c.	c.	$ c.	%
3	4	2	.....	8	4	0.8	1.00	10
3	7	3½	1.50	14	7	1.4	2.00	10
3	8	4	1.50	16	8	1.6	1.50	10
3	9	4.5	.....	18	9	1.8	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	2	1	.....	4	2	0.4	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	6	3	.....	12	6	1.2	1.25	10
3	5.5	2.75	.....	11	5.5	1.1	1.00	10
3	4	2	.....	8	4	0.8	0.75	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	8	4	.....	16	8	1.6	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	2	1	.....	4	2	0.4	0.75	10
3	2	1	.....	4	1.5	0.15	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	5	2.5	.....	10	5	1	1.00	10
3	5	2.5	.....	10	5	1	1.00	10
3	5	2.5	.....	10	5	1	1.00	10
3	2	1.5	.....	5	2.2	0.5	0.75	10
3	6	3	.....	12	6	1.2	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	2	1	.....	4	2	0.4	0.75	10
3	8	4	.....	16	8	1.6	1.50	10
3	5	2.5	.....	10	5	1.0	1.00	10
3	4	2	.....	8	4	0.8	1.00	10
3	2.5	1.25	.....	5	2.5	0.5	0.75	10
3	6	3	.....	12	6	1.2	1.00	10
3	4	2	.....	8	4	0.8	0.75	10
3	5	2.5	.....	10	5	1	1.00	10
3	6	3	.....	12	6	1.2	0.75	10
3	2	1	.....	5	2.5	0.5	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	4.5	2.25	.....	9	4.5	0.9	0.75	10
3	6	3	.....	12	6	1.2	1.25	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	5	2.5	.....	10	5	1	1.25	10
3	2.5	1.25	.....	5	2.5	0.5	0.75	10
3	6	3	.....	12	6	1.2	1.50	10
3	7.5	3.75	.....	15	7.5	1.5	1.50	10
3	3.5	1.75	.....	7	3.5	0.7	0.75	10
3	7.5	3.75	.....	15	7.5	1.5	1.50	10
3	5	2.5	.....	10	5	1	1.00	10
3	6	3	.....	12	6	1.2	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	5.5	2.75	.....	11	5.5	1.1	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10

STATEMENT
Lighting Rates

Municipality	1920							
	Domestic			Commercial				
	Per 100 Sq. Ft.	1st 3 Kw-hr. per 100 Sq. Ft. per Kw-hr.	All Additional per Kw-hr.	1st 30 Hr. per Kw-hr.	Next 70 Hr. per Kw-hr.	All Additional per Kw-hr.	Prompt Payment Discount	Minimum Net Monthly Bill
	c.	c.	c.	c.	c.	c.	%	$ c.
Sebringville, ext...	3	5	2.5	10	5	1	10	0.75
Shelburne.....	3	4.5	2.25	9	4.5	0.9	10	1.00
Simcoe.....	3	3.5	1.75	7	3.5	0.7	10	0.75
Smith's Falls.....	3	5	2.5	10	5	1	10	1.00
Springfield.....	3	7	3.5	14	7	1.4	10	1.00
St. Agatha.....	3	6	3	12	6	1.2	10	0.75
St. Catharines.....	3	2	1	4	2	0.4	10	0.50
St. George.....	3	5	2.5	10	5	1	10	0.75
St. Jacob's.....	3	5	2.5	10	5	1	10	0.75
St. Marys.....	3	3	1.5	6	3	0.6	10	0.75
St. Thomas.....	3	2	1	4	2	0.4	10	0.50
Stamford Twp....	3	3	1.5	6	3	0.6	10	0.75
Stayner.....	3	6	3	12	6	1.2	10	1.00
Stratford.....	3	2	1	4	2	0.4	10	0.50
Strathroy.....	3	4	2	8	4	0.8	10	0.75
Sunderland.....	3	7	.....	14	7	1.4	10	1.50
Tara.....	3	7	3.5	14	7	1.4	10	1.50
Tavistock.....	3	3.5	1.75	7	3.5	0.7	10	0.75
Tecumseh, ext.....	3	5	2.5	10	5	1	10	0.75
Teeswater.....	.....	.....	.....	.....	.....	.....	.....	.....
Thamesford.....	3	7	3.5	14	7	1.4	10	0.75
Thamesville.....	3	6	3	12	6	1.2	10	1.00
Thorndale.....	3	7	3.5	14	7	1.4	10	1.00
Thornton.....	3	7	3.5	14	7	1.4	10	1.50
Tilbury.....	3	5	2.5	10	5	1	10	1.00
Tillsonburg.....	3	3	1.5	6	3	0.6	10	0.75
Toronto.....	3	2	1	5	2.5	0.5	10	0.50
Toronto Twp.....	1.50	4.5	2.25	.....	.....	.....	.....	0.75
Tottenham.....	3	7	3.5	14	7	1.4	10	1.50
Victoria Harbor...	3	4	2	8	4	0.8	10	1.00
Walkerville.....	3	4	2	8	4	0.8	10	0.75
Wallaceburg.....	3	5	2.5	10	5	1	10	0.75
Waterdown.....	3	4	2	8	4	0.8	10	0.75
Waterford.....	3	4	2	8	4	0.8	10	0.75
Waterloo.....	3	2	1	4	2	0.4	10	0.50
Watford.....	3	7.5	3.75	15	7.5	1.5	10	1.00
Waubaushene.....	3	7	3.5	14	7	1.4	10	1.25
Welland.....	3	2	1	5	2	0.15	10	0.50
Wellesley.....	3	4.5	2.25	9	4.5	0.9	10	0.75
Wellington.....	3	5.5	2.75	11	5.5	1.1	10	0.75
West Hamilton, ext	3	4	2	8	4	0.8	10	0.75
West Lorne.....	3	7	3.5	14	7	1.4	10	0.75
Weston.....	3	2	1	4	2	0.4	10	0.50
Williamsburg.....	3	5	2.5	10	5	1	10	1.00
Winchester.....	3	5	2.5	10	5	1	10	1.00
Windsor..... Sandwich....	‡ 3	4	2	8	4	0.8	10	0.50
Wingham.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodbridge.....	3	3	1.5	6	3	0.6	10	0.75
Woodstock.....	3	2	1	4	2	0.4	10	0.50
Woodville.....	3	7	2	14	7	1.4	10	1.50
Wyoming.....	3	7.5	3.75	15	7.5	1.5	10	1.00
York Township...	.....	.....	.....	.....	.....	.....	.....	.....
Zurich.....	3	7.5	3.75	15	7.5	1.5	10	1.00

‡ 60 cycle lighting rates 25% higher.

"G"—Concluded
in Municipalities

1921

Domestic				Commercial				
Per 100 Sq. Ft.	1st 3 Kw-hr. per 100 Sq. Ft. per Kw-hr.	All Additional per Kw-hr.	Minimum Net Monthly Bill	1st 30 Hr. per Kw-hr.	Next 70 Hr. per Kw-hr.	All Additional per Kw-hr.	Minimum Net Monthly Bill	Prompt Payment Discount
c.	c.	c.	$ c.	c.	c.	c.	$ c.	%
3	5	2.5	.....	10	5	1	0.75	10
3	5.5	2.75	.....	11	5.5	1.1	1.25	10
3	2.5	1.25	.....	5	2.5	0.5	0.75	10
3	5	2.5	.....	10	5	1	1.00	10
3	7	3.5	.....	14	7	1.4	1.00	10
			Rural	Rates				
3	2	1	.....	4	1.5	0.15	0.75	10
3	4	2	.....	8	4	0.8	1.00	10
3	4	2	.....	8	4	0.8	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	2	1	.....	4	2	0.4	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	6	3	.....	12	6	1.2	1.00	10
3	2	1	.....	4	2	0.4	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	8	4	.....	16	8	1.6	1.50	10
3	8	4	.....	16	8	1.6	1.50	10
3	2.5	1.25	.....	5	2.5	0.5	1.00	10
3	5	2.5	.....	10	5	1	0.75	10
3	5	2.5	.....	10	5	1	1.50	10
3	6	3	.....	12	6	1.2	0.75	10
3	6	3	.....	12	6	1.2	1.00	10
3	6.5	3.25	.....	13	6.5	1.3	1.00	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	5	2.5	.....	10	5	1	1.25	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	2	1	.....	5	3	1.0	0.75	10
1.50	4	2	.....	.....	.....	.....	.....	.....
3	8	4	.....	16	8	1.6	1.50	10
3	5	2.5	.....	10	5	1	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	4	2	.....	8	4	0.8	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	2	1	.....	4	2	0.4	0.75	10
3	7.5	3.75	.....	15	7.5	1.5	1.00	10
3	7	3.5	.....	14	7	1.4	1.25	10
3	2	1	.....	4	2	0.4	0.75	10
3	4	2	.....	8	4	0.8	1.00	10
3	6	3	.....	12	6	1.2	1.00	10
3	4	2	.....	8	4	0.8	0.75	10
3	6	3	.....	12	6	1.2	0.75	10
3	2	1	.....	4	2	0.4	0.75	10
3	6	3	.....	12	6	1.2	1.50	10
3	6	3	.....	12	6	1.2	1.50	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	6	3	.....	12	6	1.2	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	2	1	.....	4	2	0.4	0.75	10
3	7	3.5	.....	14	7	1.4	1.50	10
3	7.5	3.75	.....	15	7.5	1.5	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	6	3	.....	12	6	1.2	1.00	10

APPENDIX

ACTS

Chapter 20, 1921.

An Act to amend The Power Commission Act

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows.—

1. This Act may be cited as *The Power Commission Act*, 1921, and shall come into force on the day on which it receives the Royal Assent. Short title.

2. By-law No. 1198 of the Corporation of the City of Sarnia; By-law No. 690 of the Corporation of the Town of Thorold; By-law No. 309 of the Corporation of the Town of Merritton; By-laws Nos. 321 and 323 as amended by By-law No. 331 of the Corporation of the Town of Alexandria; By-laws Nos. 603 and 765 of the Corporation of the Town of Kincardine; By-laws Nos. 817 and 818 of the Corporation of the Town of Wingham; By-laws Nos. 721 and 724 of the Corporation of the Town of Uxbridge; By-laws Nos. 235 and 236 of the Corporation of the Village of Newbury; By-laws 7 of 1919 and 8 of 1919 of the Corporation of the Village of Lucknow; By-laws 448 and 454 of the Corporation of the Village of Norwood; By-laws Nos. 565 and 572 of the Corporation of the Village of Lakefield; By-laws Nos. 10 of 1919 and 11 of 1919 of the Corporation of the Village of Teeswater; By-laws Nos. 389 and 390 of the Corporation of the Village of Lancaster; By-law No. 591 of the Corporation of the Village of Lanark; By-law No. 775 of the Corporation of the Village of Port Perry; By-law No. 5 of 1920 of the Corporation of the Village of Wroxeter; By-laws Nos. 413 and 414 of the Corporation of the Village of Maxville; By-laws Nos. 241 and 242 of the Corporation of the Village of Kemptville; By-laws Nos. 503 and 504 of the Corporation of the Village of Kirkfield; By-law No. 20 of 1919 of the Police Village of Priceville; By-law No. 2 of 1920 of the Police Village of Martintown; By-law No. 358 of the Police Village of Apple Hill; By-law No. 313 of the Corporation of the Township of Winchester; and all the debentures issued or to be issued or purporting to be issued, under any of the said by-laws which authorize the issue of debentures, are confirmed and declared to be legal, valid and binding upon such corporations and the ratepayers thereof, respectively, and shall not be open to question upon any ground whatsoever, notwithstanding the requirements of *The Power Commission Act*, or the amendments thereto or any other Act of this Legislature. By-laws confirmed.

Chapter 21, 1921.

An Act to make more Equal Provision for the Cost of Hydro-Electric Power in Ontario.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

Short title.

1. This Act may be cited as *The Rural Hydro-Electric Distribution Act, 1921.*

Fund account.

2. There shall be established a fund to be known as The Hydro-Electric Power Extension Fund, hereinafter called the Fund, and the Treasurer of Ontario shall open in the books of the Province an account to be known as The Hydro-Electric Power Extension Fund Account.

Amounts to be placed annually to credit of fund.

3. There shall be placed to the credit of the said fund in such account annually at such time as the Lieutenant-Governor in Council may direct:

(*a*) A sum equivalent to the total amount falling due to the province from the rentals of water powers since the 1st day of January, 1918, but not including rentals falling due under agreements entered into by the Commissioners of the Queen Victoria Niagara Falls Park for the development of power within the park;

(*b*) A sum equivalent to the revenue derived from the rentals payable or collectable under the several agreements between the Commissioners of the Queen Victoria Niagara Falls Park and certain companies developing power in the Queen Victoria Niagara Falls Park after deducting any sums required to meet the charges and payments referred to in sections 21 and 23 of *The Queen Victoria Niagara Falls Park Act;*

(*c*) Such additional sums as may from time to time be voted by the Legislature of the Province of Ontario for the purposes hereinafter mentioned.

Where power supplied to rural power districts.

4. Where power is supplied to a rural power district under the provisions of *The Power Commission Act* and amendments thereto there may be paid to the municipality or commission distributing the power in such rural power district upon the recommendation of The Hydro-Electric Power Commission of Ontario and the order of the Lieutenant-Governor in Council, a sum not exceeding fifty per cent.

of the capital cost of constructing and erecting in the rural power zone primary transmission lines and cables required for the delivery of power in such rural power district.

Grant, how payable.

5. The grant made under this Act shall be payable out of the Consolidated Revenue Fund, and the sums required to be credited to the Fund shall be chargeable to the Consolidated Revenue Fund, and every grant of money made under this Act shall be debited to the Fund in the said account and the said account shall be so kept that at all times it shall show the amounts properly credited to the Fund as provided by section 3 and all amounts chargeable thereto.

Regulations.

6. The Lieutenant-Governor in Council may make regulations for the better carrying out of the provisions of this Act.

Commencement of Act.

7. This Act shall come into force on the 1st day of June, 1921.

Chapter 22, 1921.

An Act to confirm a certain Agreement between the Hydro-Electric Power Commission of Ontario and the Corporation of the City of Guelph.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

Short title.

1. This Act may be cited as *The Guelph Railway Act, 1921.*

Interpretation.

2. In this Act,—

"Commission."

(*a*) "Commission" shall mean Hydro-Electric Power Commission of Ontario;

"Corporation."

(*b*) "Corporation" shall mean Municipal Corporation of the City of Guelph;

"Railway."

(*c*) "Railway" shall mean Guelph Radial Railway.

Agreement confirmed.

3. The agreement set out in Schedule "A" to this Act, dated the 8th day of December, 1920, and made between the Municipal Corporation of the City of Guelph of the first part, the Hydro-Electric Power Commission of Ontario of the second part, and the Guelph Radial Railway Company of the third part and approved by Order in Council dated the 27th day of April, A.D. 1921, is confirmed and declared to be legal, valid and binding upon the Municipal Corporation of the

City of Guelph and the ratepayers thereof, the Hydro-Electric Power Commission of Ontario, and the Guelph Radial Railway Company, anything in any general or special Act of this Legislature or in any by-law passed under any such Act to the contrary notwithstanding, and on, from and after the 1st day of May, 1921, all the assets, undertakings and property of the Guelph Radial Railway shall be vested in the Commission free from encumbrances, charges and liabilities, and the said Commission shall have and may exercise under and subject to the said agreement, all the powers, rights and privileges of the Guelph Radial Railway Company in connection with the construction, equipment, maintenance and operation of the said street railway within the City of Guelph, and in such other territory as may be necessary to enable the Commission to carry out the terms of the said agreement, and in addition thereto, shall, subject to the terms of the said agreement, have all the powers, rights and privileges which may be exercised by the Commission with respect to a railway constructed by the Commission under *The Hydro-Electric Railway Act of Ontario.*

Bond issue by Commission.

4.—(1) The Commission is authorized to issue bonds dated the 1st day of May, 1921, and bearing interest at the rate of six per cent. per annum, payable half-yearly, and maturing not more than twenty years from the said date, to the amount of $150,000.

Bonds to be a charge upon railway, etc.

(2) The bonds issued shall be a charge upon the railway and all the assets, rights, privileges, works, property and effects belonging thereto or held or used in connection therewith, provided that with the approval of the Lieutenant-Governor in Council the Commission may dispose of any property not required for the purposes of the said railway and use or dispose of the whole or part of the proceeds thereof in expenditures on capital account, or may invest the whole or part thereof in securities of the Province of Ontario for the retirement of the said bonds on maturity.

Retirement of bonds.

Increase of bond issue.

(3) The Commission, with the consent of the Corporation, may from time to time increase the said bond issue as may be deemed necessary to cover the capital cost of extensions or improvements or additional works or equipment of any kind required for the railway.

Application of revenue to sinking fund for retirement of bonds.

(4) For the purpose of providing for the payment of such bonds and the interest thereon, the Commission shall, in each year after the expiration of ten years from the said date, out of the revenue of the railway, after payment of working or operating expenses, including the supply of electrical power or energy, and the cost of administration and the payments provided for in clause 2*a* of the said agreement and the annual charges for interest, set aside annually such sum as may be necessary to provide a sinking fund on a basis of not more than 40 years for the payment of all the bonds issued on account of

such railway which shall be held for and applied towards the payment of such bonds at maturity, and the Commission shall have power from time to time to issue bonds under this Act for the purpose of providing for such additional moneys as may be necessary, with the accumulated sinking fund on hand, to repay the bonds previously issued when the same respectively mature, but no bonds shall be issued under the authority of this section maturing at a later date than the 1st day of May, 1971.

(5) Section 7 of *The Hydro-Electric Railway Act, 1914,* and amendments thereto and section 5 of *The Hydro-Electric Railway Act, 1920,* shall apply to the bonds to be issued by the Commission under this section. 1914, c. 31, s. 7. 1920, c. 57, s. 5. Application.

5.—(1) The Corporation is authorized to issue debentures to an amount not exceeding $300,000, payable in fifty years from the 1st day of May, 1921, and bearing interest at the rate of six per cent. per annum, payable half-yearly at the Bank of Montreal at Toronto. Issue of debentures.

(2) On or before the 1st day of May, 1921, the Corporation shall issue and deposit the said debentures with the Commission, and is further authorized to and shall from time to time thereafter, upon the requisition in writing of the Commission, issue and deposit with the Commission further similar debentures for the same amount as any increase of the bond issue of the Commission to cover the capital cost of extensions, improvement or additional works or equipment of the said railway, as provided in subsection 3 of section 4. Deposits of debentures of corporation with Commission.

(3) In the event of the revenue derived from the operation of the railway being insufficient in any year to meet operating or working expenses including electrical power or energy and the cost of administration and the payments provided for in clause 2*a* of the said agreement and the annual charges for interest and sinking fund on the bonds and for the renewal of any works belonging in whole or in part to the railway, such deficits shall be paid on demand of the Commission by the Corporation, and any arrears of the Corporation shall bear interest at six per cent. per annum. If the Corporation shall make default in payment of any such deficit the Commission shall thereupon sell or otherwise dispose of so much of the debentures of the Corporation as shall be necessary to supply such deficiency at such rates of discount or premium and on such terms and conditions as the Commission in its sole discretion shall deem to be in the interest of the railway, the proceeds of such debentures being used solely for the purposes herein contained. Where revenue insufficient.

(4) If the remaining debentures are insufficient in the opinion of the Commission to meet all payments required to be made by the Corporation under this Act or the said agreements, the Corporation is hereby authorized to and shall issue and deposit forthwith with the Deposit of deficiency. to make up debentures

Commission similar debentures to an amount sufficient in the opinion of the Commission to make up the deficiency.

Debentures to be collateral security for bonds.

(5) All debentures issued and deposited with the Commission under this section shall be held by the Commission as collateral security for the bonds issued by the Commission under section 9 and for any payments required to be made by the Corporation or the Commission under this Act or the said agreements.

Application of 1914, c. 31.

6. Subject to the provisions of this Act and to the terms of the said agreement, the provisions of *The Hydro-Electric Railway Act, 1914,* and amendments thereto, shall *mutatis mutandis* apply to the purchase, construction, equipment, maintenance and operation of the said railway, to the same extent as if the said railway had been a railway purchased or constructed, equipped, maintained and operated by The Hydro-Electric Power Commission of Ontario under the provisions of *The Hydro-Electric Railway Act of Ontario.*

Commencement of Act.

7. This Act shall come into force on the day upon which it receives the Royal Assent.

SCHEDULE "A"

This agreement, made the 8th day of December, 1920.

BETWEEN

The Municipal Corporation of the City of Guelph (hereinafter called "The Corporation") of the first part;

and

The Hydro-Electric Power Commission of Ontario (hereinafter called "The Commission") of the second part;

and

The Guelph Radial Railway Company (hereinafter called "The Guelph Railway") of the third part.

Whereas the Corporation owns and controls all the outstanding shares of the capital stock of the Guelph Railway, all of the said shares being fully paid up;

And whereas the Commission has furnished the Corporation with a report dated 1st November, 1919, as to the estimated cost of equipping and operating the railway;

And whereas the Corporation has offered to transfer to the Commission all the assets, undertakings and property of the Guelph Railway for the consideration hereinafter mentioned, and has requested the Commission to operate the same, and the Commission has agreed to acquire and operate the same as under The Hydro-Electric Railway Act;

And whereas the electors of the Corporation have assented to a by-law authorizing the Corporation to enter into this agreement with the Commission for the sale and operation of the railway, subject to the following terms and conditions:

And whereas the Corporation has issued debentures for three hundred thousand dollars (300,000.00) and deposited the same within* the Commission;

Now this agreement witnesseth:—

SALE.

1. The Corporation agrees to sell and the Commission agrees to purchase all the assets, undertakings and property of every kind and nature belonging to the Guelph Railway or to which the Guelph Railway is entitled in connection with its business, free from liability, viz.:—

(a) All freehold and leasehold lands, easements and interests in lands, save and except the lands in the Township of Guelph known as "Riverside Park"; the lands in the Township of Puslinch known as "Puslinch Lake Property"; and that certain property to the south-west side and rear of the power house on Waterloo Avenue heretofore used as a winter recreation park, which said three parcels of property shall remain the property of the City of Guelph absolutely;

(b) All plant, machinery, rolling stock, works, buildings, fixtures, equipment, apparatus, furniture, stock-in-trade, supplies, stores, goods, chattels and effects;

(c) All franchises, patents, licenses, agreements and rights, and all documents, including title deeds, contracts, books of account, plans, records, and specifications;

*Evidently a clerical error for "with."

(d) All the outstanding shares of the capital stock of the Guelph Railway fully paid up;

(e) All the property to which the Guelph Radial Railway is entitled in connection with its business, except cash, promissory notes, book accounts and other bills and accounts receivable, which may be retained by the Corporation.

2.—(a) The consideration shall be the sum of one hundred and fifty thousand dollars ($150,000.00), payable, including interest at 4½ per cent. per annum, in instalments of eleven thousand, seven hundred dollars ($11,700.00) in each year for twenty (20) years in half-yearly payments, on 1st May and 1st November, the first of such half-yearly payments of five thousand, eight hundred and fifty dollars ($5,850.00) to be made on first November, 1921;

(b) All current contracts, taxes, local improvements, rates, assessments, rents and insurance shall be adjusted as of the time of completion of this agreement, which shall be on the 1st of May, 1921, and the balance paid in cash by the Corporation to the Commission or by the Commission to the Corporation, as the case may be. If any estimate made on such adjustment shall, after completion, prove inaccurate, the excess or deficiency, when determined, shall be paid by the party liable;

(c) The Corporation agrees to pay to the Commission the value of all revenue tickets sold by the railway company prior to the said date for completion that are taken up for fare, or presented for redemption for a period of sixty (60) days after the said date for completion, forthwith upon the delivery of such tickets by the Commission to the Corporation. Provided that if this agreement shall not have received confirmation by the Legislature by 1st May, 1921, the date of completion shall be the date when such confirmation is obtained.

3. The Corporation covenants with the Commission:—

(a) That the assets, undertakings and property of the railway are free from all encumbrances, and that the Corporation will pay and settle all liabilities whether direct, indirect, contingent, accruing and accrued at the said date for completion of this agreement, and to indemnify the Commission from all claims in connection with the said assets, undertakings, and property, or in connection with injuries and damages arising prior to the said date;

(b) That until the said date for completion, the Guelph Railway will repair and keep in repair and good working order and condition, reasonable wear and tear only excepted, all assets and undertakings and property of the Guelph Railway and will, pending said date for completion, carry on the business of the Guelph Railway in the usual and ordinary manner;

(c) That the Guelph Railway will not, before the said date for completion, create any bonds, debentures or other securities, and that the Guelph Railway will not do, permit, or permit to be done, any act or thing whereby any of its rights or privileges may become forfeited or terminated or liable to forfeiture or termination, and that after execution of this agreement the Corporation will, upon request, furnish to the Commission any and all information in connection with the property and affairs of the Guelph Railway;

(d) That, upon the completion of the sale under this agreement, the Corporation will cause to be tendered the resignations of all officers of the Guelph Railway, or cause their employment to be terminated as of the said date of completion.

4. The Commission covenants and agrees with the Corporation as follows:—

(a) That notwithstanding any franchise heretofore granted to the Guelph Railway in respect of the streets in the City of Guelph, that the Commission will not at any

time hereafter construct or operate the railway upon any streets in the City of Guelph other than those upon which the Guelph Railway is now operated and constructed without the consent of the Corporation being first obtained therefor, to be expressed by by-law of the Council of the City of Guelph;

(b) That the Commission will at all times in the future maintain and operate within the City of Guelph a ten minute street-car service upon the streets upon which the said railway is now operated, or such other service as may be agreed to by the municipality, and will at all times maintain in connection with the said service modern, well-equipped cars and rolling stock suitable for the accommodation of the travelling public;

(c) That the Commission will not move any through freight trains or cars over the streets of the City of Guelph and will only move local freight coming to or going from the City of Guelph after the hour of nine o'clock p.m. and before the hour of seven o'clock a.m., except upon express permission being obtained from the Corporation for the convenience of the business public of Guelph;

(d) To utilize the routes and property of the railway for all purposes from which it is possible to obtain a profit, and to permit an interchange of traffic with other railways wherever possible and profitable;

(e) That the Commission will institute a Sunday car service over the Guelph Railway suitable to the needs and wishes of the community, upon request therefor by the Corporation after a by-law in favour of Sunday cars has been passed by the municipal electors of the City of Guelph, giving their assent to such proposal;

(f) That the Commission will construct and operate a line of railway from some point upon their proposed line between Guelph and Hespeler to Puslinch Lake at the same time as the proposed line between Guelph, Galt and Hamilton and Elmira, Galt and Hamilton is constructed, in order to give the City of Guelph connections by the said system to Puslinch Lake, and the Corporation hereby covenants with the Commission that the Corporation will grant to the Commission sufficient land for right-of-way and terminal facilities out of the property now owned by the Corporation or by the Guelph Railway at Puslinch Lake;

(g) That the Commission will at all times construct and maintain suitable pavements upon all streets in the City of Guelph upon which the railway is operated, between the car tracks and for an additional space of eighteen inches on the outside of each rail. Such pavements to be in every way and at all times suitable for the purpose of making satisfactory highways, and to be subject to and under the approval of the Corporation's engineer.

OPERATION.

5. Subject to the provisions of The Hydro-Electric Railway Act, 1914, and amendments thereto, the Commission agrees with the Corporation:—

(a) To equip and operate the Guelph Railway so acquired from the Corporation;

(b) To regulate and fix the fares and rates of toll to be collected by the railway for all classes of service;

(c) To combine the property and works of the railway and the power lines of the Commission where such combination is feasible and may prove economical to both the railway and the users of the power lines;

(d) To supply electrical power or energy for operation of the railway at rates consistent with those charged to municipal corporations;

(e) To apportion annually the capital costs and operating expenses of all works, apparatus and plant used by the railway in common with the Commission's transmission lines in a fair manner, having regard to the service furnished by the expenditure under consideration;

(f) To apply the revenue derived from operation of the railway and any other revenue derived from the undertaking to the payment of operating expenses (including electrical power), the cost of administration, and annual charges for interest and sinking fund on the money invested, and such other deductions as are herein provided for;

(g) To set aside from any revenue thereafter remaining an annual sum for the renewal of any works belonging in whole or in part to the undertaking;

(h) To pay over annually to the Corporation, if deemed advisable by the Commission in the interests of the undertaking, any surplus that may remain after providing for the items above mentioned.

6. In consideration of the premises and of the agreements herein set forth, the Corporation agrees with the Commission:—

(a) To bear the cost of acquiring, equipping, operating, maintaining, repairing, renewing, and insuring the railway and its property and works as established by the Commission;

(b) To issue debentures for three hundred thousand dollars ($300,000), maturing in fifty years from the date of issue thereof, bearing interest at 5% (five per cent.) per annum, payable half-yearly at the Bank of Montreal, Toronto, Ontario. Such debentures shall be deposited with the Commission on the confirmation of this agreement, and may be held or disposed of from time to time by the Commission, as hereinafter provided, in such amounts, at such rates of discount or premium, and on such terms and conditions as the Commission in its sole discretion shall deem to be in the interests of the railway, the proceeds of such debentures being used solely for the purposes herein contained;

(c) To make no agreement or arrangement with, and to grant no bonus, license or other inducement to any other railway or transportation company without the written consent of the Commission;

(d) To keep, observe and perform the covenants, provisos and conditions set forth in this agreement intended to be kept and observed and performed by the Corporation, and to execute such further or other documents and to pass such by-laws as may be requested by the Commission for the purpose of fully effectuating the objects and intent of this agreement;

(e) Subject to paragraph 4a hereof, to furnish a free right of way for the railway and for the power lines of the Commission over any property of the Corporation upon being so requested by the Commission, and to execute such conveyance thereof or agreement with regard thereto as may be desired by the Commission.

7. The Commission is authorized to create or cause to be created an issue of bonds at a rate of interest not exceeding 6% per annum (six per cent.), payable half-yearly and maturing in not more than 50 years from the date of issue thereof, and to sell, pledge or otherwise dispose of the same on behalf of the Corporation. Such bonds to be charged upon and secured by the railway, and all the assets, rights and privileges, revenues, works, property and effects belonging thereto, or held or used in connection with the railway acquired, equipped, operated and maintained by the Commission under this agreement, and to be for one hundred and fifty thousand dollars ($150,000), provided

that the Commission may, upon obtaining the consent of the Corporation, increase the said bond issue by any amount necessary to cover the capital cost of extensions, improvements, additional works or equipment of any kind for use on the railway. In order to meet and pay such bonds and interest as the same becomes due and payable, the Commission shall, in each year after the expiration of ten years from the date of the issue of the bonds, out of the revenue of the railway, after payment of operating expenses (including electrical power) and the cost of administration, set aside a sufficient sum to provide a sinking fund for the purpose of redeeming the same at maturity. Debentures issued by the corporations as above provided shall, to the extent of the par value of any bonds outstanding from time to time, be held or disposed of by the Commission as collateral security for payment of the said bonds and for payment of any deficit as hereinafter provided, it being understood and agreed that in the event of any increase of the said bond issue the Corporation shall, upon the request of the Commission, deposit with the Commission additional debentures as above described, to be held or disposed of by the Commission in the same manner.

8. In the event of the revenue derived from the operations of the undertaking being insufficient in any year to meet the operating expenses (including electrical power), the cost of administration and the annual charges for interest and sinking fund on the bonds, and for the renewal of any works belonging in whole or in part to the railway, such deficit shall be paid to the Commission by the Corporation upon demand. In the event of the failure of the Corporation to pay such deficit, it shall be lawful for the Commission, in the manner above provided, to sell, pledge or otherwise dispose of so much of the debentures held by the Commission as shall be necessary to supply such deficit, and the Corporation shall forthwith issue and deposit with the Commission debentures to the same amount, so that the debentures held by the Commission may be equal to the amount originally deposited. Any arrears by any corporation shall bear interest at the legal rate.

9. In case the Commission shall at any time or times be prevented from operating the railway or any part thereof, by strike, lock-out, riot, fire, invasion, explosion, act of God, or the King's enemies, or any other cause reasonably beyond its control, then the Commission shall not be bound to operate the railway or such part thereof during such time; but the Corporation shall not be relieved from any liability or payment under this agreement, and as soon as the cause of such interruption is removed the Commission shall, without any delay, continue full operation of the railway, and the Corporation shall be prompt and diligent in doing everything in its power to remove and overcome any such cause or causes of interruption.

10. It shall be lawful for, and the Corporation hereby authorizes the Commission to unite the business of the railway with that of any other railway system operated in whole or in part by the Commission, and to exchange equipment and operators from one system to another, proper provision being made so that each system shall pay its proportionate share of the cost of any equipment used in common.

11. If at any time any other municipal corporation applies to the Commission for an extension of the railway into its municipality, the Commission shall notify the applicant and the Corporation, in writing, of a time and place to hear all representations that may be made as to the terms and conditions relating to any such proposed extension. If, on the recommendation of the Commission, such extension shall be authorized, without discriminating in favour of the applicant, as to the cost incurred or to be incurred for or by reason of any such extension, the Commission may extend the railway upon such terms and conditions as may appear equitable to the Commission.

No such application for an extension of the railway into any municipality, the corporation of which is not a party to this agreement, shall be granted if it is estimated by the Commission that the cost of service of the railway to the Corporation

will be thereby increased or the revenue and accommodation be injuriously affected without the written consent of the Corporation.

12. The consent of any corporation required under this agreement shall mean the consent of the council of such corporation, such consent being in the form of a municipal by-law duly passed by the council of the corporation.

13. The railway and all the works, property and effects held and used in connection therewith constructed, acquired, operated and maintained by the Commission under this agreement and said Act shall be vested in the Commission in behalf of the Corporation, but the Commission shall be entitled to a lien upon the same for all money expended by the Commission under this agreement and not repaid.

14. This agreement shall continue and extend for a period of fifty years from the date hereof, and at the expiration thereof be subject to renewal, with the consent of the Corporation from time to time for like periods of fifty years, subject to adjustment and reapportionment as herein provided for the purpose of this agreement as though the terms hereof had not expired. At the expiration of this agreement the Commission shall determine and adjust the rights of the Corporation, having regard to the amounts paid or assumed under the terms of this agreement, and such other considerations as may appear equitable to the Commission and are approved by the Lieutenant-Governor in Council.

15. This agreement shall not come into effect until it has been sanctioned by the Lieutenant-Governor in Council and by the Legislature of the Province of Ontario.

In witness whereof the Corporation, the Commission and the Guelph Railway have respectively affixed their corporate seals and the hands of their proper officers.

THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO.

(Sgd.) A. Beck,
Chairman.

(Seal of Commission.)

(Sgd. W. W. Pope,
Secretary.

THE MUNICIPAL CORPORATION OF THE CITY OF GUELPH.

(Sgd.) Chas. Burgess,
Mayor.

(Seal, City of Guelph.)

(Sgd.) H. J. B. Leadlay,
Clerk.

THE GUELPH RADIAL RAILWAY COMPANY.

(Seal The Guelph Radial Railway Company 1895, 1903 Acts.)

(Sgd.) H. J. McElroy,
President.

(Sgd.) H. J. B. Leadlay,
Secretary.

Chapter 23, 1921.

An Act respecting the purchase by the City of Toronto of the Assets of Certain Companies.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

Short title.

1. This Act may be cited as *The Toronto Power and Railway Purchase Act, 1921*

City authorized to purchase distribution plants.

2. The Corporation of the City of Toronto is authorized to purchase the distribution systems of the Toronto and Niagara Power Company, and the Toronto Electric Light Company, Limited, or either of them, or such portions thereof as may be agreed upon between the said corporation and the vendors.

And Metropolitan Ry. in city limits.

3. The Corporation of the City of Toronto is further authorized to purchase all tracks, poles, lines, and works of the Metropolitan division of the Toronto and York Radial Railway situate upon the highways lying within the limits of the said city.

Approval and execution of agreements.

4. The agreement or agreements for the purchase of the properties mentioned in sections 2 and 3 shall be subject to approval by by-law of the municipal council of the Corporation of the City of Toronto, and, when so approved, shall be signed by the mayor of the said city and by the treasurer thereof, and the said treasurer shall affix the seal of the said corporation thereto.

Debentures for $7,811,295 authorized.

5. The Corporation of the City of Toronto is authorized to issue debentures of the said city to a total amount not exceeding $7,811,295, dated the 1st day of December, 1920, and payable in twenty years from the said date with interest thereon half-yearly at the rate of six per cent. per annum, and to deliver the same in payment of the price of the properties purchased under sections 2 and 3.

Assent of electors not required.

6. It shall not be necessary to submit any by-law for the issue of debentures under this Act to the electors of the said city qualified to vote on money by-laws or to observe any of the formalities in relation thereto prescribed by *The Municipal Act,* and the said debentures shall not be included as part of the debt of the Corporation of the City of Toronto in estimating the limits of its borrowing powers.

Distribution plants to be controlled and operated by electric commission of city.

7.—(1) The property acquired by the Corporation of the City of Toronto under section 2 shall be under the control and management of and shall be operated by the Toronto Electric Commission, herein called the "Commission," as part of the system of the said city for the distribution of electrical power or energy for light, heat or power purposes, and the commission, with respect to the said property, shall possess the like powers and shall perform the like duties as in the case of the works now controlled and operated by the commission in the City of Toronto.

Railway to be part of city system.

(2) The property acquired under section 3 shall be controlled and operated by the said corporation as part of its municipal street railway system in the same manner as the municipal street railways now owned and operated by the said corporation.

Transfer of certain assets and rights to Power Commission authorized.

8. The Corporation of the City of Toronto is authorized to transfer to the Hydro-Electric Power Commission of Ontario certain railway assets it now owns within the city on the Kingston Road and on the Lake Shore Road; and to enter into an agreement with the said commission providing for the construction or acquisition and operation of a railway by the said commission or the said corporation, upon the roads as above described, and the giving by either party to the other of running rights or in the case of the Lake Shore Road a right-of-way.

Commencement of Act.

9. This Act shall come into force on the day upon which it receives the Royal Assent.

Chapter 24, 1921.

An Act to authorize the Purchase and Operation of Certain Radial Railways by the Hydro-Electric Power Commission of Ontario on behalf of the City of Toronto.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

Short title.

1. This Act may be cited as *The Toronto Radial Railway Act, 1921.*

Interpretation.

2. In this Act:—

"Commission."

(*a*) "Commission" shall mean The Hydro-Electric Power Commission of Ontario.

(*b*) "Corporation" shall mean the Municipal Corporation of the City of Toronto. "Corporation."

(*c*) "Railway" shall mean any one of the Divisions mentioned in section 4 (*a*). "Railway."

3. The Toronto Railway Company may sell to the Commission and the Commission may buy on terms to be agreed upon between them the shares, securities, and/or property and rights of The Toronto Power Company, Limited (formerly called the Toronto & Mimico Railway Company), the Toronto and York Radial Railway Company, the Schomberg and Aurora Railway Company, the Toronto and Scarboro' Electric Railway, Light and Power Company and the Metropolitan Railway Company. Powers of Toronto Railway Company to sell shares, etc.

4. Upon the completion of the said purchase the properties described and set out in schedules to the agreements in Schedule "A" to this Act as:— Vesting of purchased properties in Commission.

(*a*) The Metropolitan Division, including for the purposes hereof, the Schomberg and Aurora Railway;

(*b*) The Mimico Division;

(*c*) The Scarboro Division,

shall be vested in the Commission on behalf of the Corporation, free from encumbrances, charges and liabilities, subject only to the agreements to be entered into under the authority of section 5.

5. The Commission and the Corporation are authorized to enter into agreements as of 1st December, 1920, in the form set out in Schedule "A" to this Act or with such variations thereof as may be approved by the Lieutenant-Governor in Council, and to execute the same, and the said agreements shall be approved of by by-law of the Municipal Council of the Corporation, and when so approved, shall be signed by the Mayor of the Corporation and by the Treasurer thereof, and the Treasurer shall affix the seal of the Corporation thereto, and when so executed the said agreements shall be legal, valid and binding upon the Corporation and the ratepayers thereof and upon the Commission, anything in any general or special Act of this Legislature or in any by-law passed under any such Act to the contray notwithstanding. Powers of Commission and Corporation agreements. to make

Vested properties to be controlled, equipped, etc., by Commission.

6. The properties acquired by and vested in the Commission on behalf of the Corporation under section 4 shall be controlled, equipped and operated by the Commission on behalf of the Corporation, and the Commission shall have and may exercise and perform the like powers, duties and obligations with respect to the said properties as in the case of a railway constructed or acquired, equipped and operated by the Commission under *The Hydro-Electric Railway Act, 1914.*

Agreements with municipal corporations.

7.—(1) The Commission and the Corporations* may agree with any municipal corporation through which any of the said railways pass or in which a part of the said railways is situate, for the admission of such, municipal corporation as a party to the agreement for the acquisition and operation of the said railway or for the extension thereof in or through the territory of such municipal corporation upon such terms and conditions and subject to such contributions as if it were a party to the agreement mentioned in section 5 at the date hereof, but no such agreement shall be entered into until the same shall have been approved by the Lieutenant-Governor in Council and submitted to the municipal electors of the municipal corporation or corporations to be added as parties to the said agreement as provided by *The Hydro-Electric Railway Act, 1914,* with respect to an agreement for the construction or acquisition and operation of a railway by the Commission.

Agreements to provide for issue of debentures.

(2) Every such agreement shall provide for the issue of debentures by any such municipal corporation either in substitution for, or in addition to the debentures deposited with the Commission by the Corporation under section 11, and upon the execution thereof the agreements mentioned in section 5 shall be modified accordingly and shall remain in full force and effect subject only to such modifications.

By-law unnecessary.

(3) It shall not be necessary to submit any by-law for the issue of such debentures for the assent of the electors or observe any of the formalities provided *by the Municipal Act.*

Right of Commission and Corporation to maintain railways.

8. The Commission and the Corporation shall, subject to the provisions of the agreements set out in Schedule "A" hereto, have the right for all time to maintain the railways described in the schedules to the said agreements in the locations and on the streets and highways set out in the said schedules.

Limit of purchase price.

9.—(1) The purchase price for the said railways so to be acquired by the Commission shall not exceed $2,375,000, and the Commission is authorized to issue bonds dated the 1st day of December, 1920, bearing interest at the rate of six per cent. per annum, payable half-yearly and maturing twenty years from the said date.

*The word 'Corporations" is evidently an error; the Corporation of the City of Toronto being intended.

Bond issue apportionment of charge.

(2) The bonds issued shall be a charge upon the Metropolitan Division for $1.875,000, on the Mimico Division for $260,000, and on the Scarboro' Division for $240,000, and all the rights, assets, privileges, revenue, works, property and effects belonging thereto respectively, as set out in the schedules to the agreements in Schedule "A" to this Act, provided that with the approval of the Lieutenant-Governor in Council the Commission may dispose of any property not required for the purposes of any of the said railways and use or dispose of the whole or part of the proceeds thereof in expenditures on capital account or may invest the whole or part thereof in securities of the Province of Ontario for the retirement of the said bonds at maturity.

Increase of bond issue.

(3) The Commission, with the consent of the Corporation, may from time to time increase the said bond issue as deemed necessary to cover the capital cost of extensions or improvements or additional works or equipment of any kind required for the railway.

Application of revenue to sinking fund for retirement of bonds.

(4) For the purpose of providing for the payment of such bonds and the interest thereon, the Commission shall, in each year after the expiration of ten years from the said date, out of the revenue of the railways, after payment of working or operating expense, including the supply of electrical power or energy and the cost of administration, and annual charges for interest set aside annually such sums as may be necessary to provide a sinking fund, on basis of not more than 40 years for the payment of all the said bonds, which shall be held for and applied toward the payment of such bonds, or any renewals thereof, at maturity and the Commission shall have power from time to time to issue bonds, under the provisions of this Act, for the purpose of providing for such additional moneys as may be necessary, with the accumulated sinking fund on hand, to repay the bonds previously issued, when the same respectively mature. Provided that the sum so set aside for sinking fund shall be sufficient to provide for payment of all the bonds issued on account of the said railway within fifty years from the said 1st day of December, 1920.

Application of 1914, c. 31, ss. 7-8, 1920, c. 57, s. 5.

(5) Sections 7 and 8 of *The Hydro-Electric Railway Act, 1914*, and amendments thereto, and section 5 of *The Hydro-Electric Railway Act, 1920*, shall apply to the bonds to be issued by the Commission under this section.

Application of 1914, c. 31, as to acquisition, construction etc., of railways.

10. Subject to the provisions of this Act and to the terms of the said agreements, the provisions of *The Hydro-Electric Railway Act, 1914*, and amendments thereto shall, *mutatis mutandis* apply to the acquisition, construction, equipment and operation of the said railways, as in the case of a railway constructed or acquired by the

Hydro-Electric Power Commission of Ontario under the provisions of *The Hydro-Electric Railway Act, 1914.*

Debentures, how payable.

11.—(1) The Corporation is authorized to issue debentures to the amount of $2,375,000, payable in fifty years from the 1st day of December, 1920, and bearing interest at the rate of six per cent. per annum, payable half-yearly as follows:—

$1,875,000 for the Metropolitan Division;
$260,000 for the Scarboro' Division; and
$240,000 for the Mimico Division.

Deposit of debentures with the Commission.

(2) Upon the execution of the said agreements the Corporation shall issue and deposit the said debentures with the Commission; and is further authorized to and shall, from time to time thereafter, upon the requisition in writing of the Commission, issue and deposit with the Commission further similar debentures for the same amount as any increase of the bond issue of the Commission to cover the capital cost of extensions, improvements or additional works or equipment of the said railway, as provided in subsection 3 of section 9.

Where revenue insufficient.

(3) In the event of the revenue derived from the operation of the railway being insufficient in any year to meet the operating or working expenses, including electric power or energy and the cost of administration and the annual charges for the interest and sinking fund on the bonds and of the renewal of any works belonging in whole or in part to the railway, such deficits shall be paid on demand of the Commission by the Corporation. Any arrears of the Corporation shall bear interest at the rate of six per cent. per annum. If the Corporation shall make default in payment of any such deficit the Commission shall thereupon sell or otherwise dispose of so much of the debentures of the Corporation as shall be necessary to supply such deficiency at such rates of discount or premium and on such terms and conditions as the Commission in its sole discretion shall deem to be in the interests of the railway, the proceeds of such debentures being used solely for the purposes herein contained.

Deposit of debentures to make up deficiency.

(4) If the remaining debentures are insufficient in the opinion of the Commission to meet all payments required to be made by the Corporation under this Act or the said agreements, the Corporation is hereby authorized to and shall issue and deposit forthwith with the Commission similar debentures to an amount sufficient in the opinion of the Commission to make up the deficiency.

Debentures to be collateral security for bonds.

(5) All debentures issued and deposited with the Commission under this section shall be held by the Commission as collateral security for the bonds issued by the Commission under section 9, and for any payments required to be made by the Corporation under this Act or the said agreements.

(6) It shall not be necessary to obtain the assent of the electors to any by-law for the issue of the said debentures. Assent of electors to by-law not necessary.

(7) The said debentures shall not be included as part of the debt of the Corporation in estimating the limits of its borrowing powers. Debentures, when not to be included in debt of Corporation.

12. This Act shall come into force on the day upon which it receives the Royal Assent. Commencement of Act.

SCHEDULE "A."

Draft Agreement relating to the *Metropolitan* Division; similar Agreements to be made as to the *Scarboro* Division and as to the *Mimico* Division.

This Indenture made the first day of December, in the year of our Lord, one thousand nine hundred and twenty,

Between

The Hydro-Electric Power Commission of Ontario, hereinafter called the "Commission," of the first part;

and

The Corporation of the City of Toronto, hereinafter called the "Corporation," of the second part.

Whereas the Commission has at the request of the Corporation acquired for and on behalf of the Corporation certain properties of the Metropolitan Division of the Toronto and York Radial Railway Company, including for the purposes hereof the Schomberg and Aurora Railway Company, all as described and set out in Schedule "A" hereto, and hereinafter called the "Railway" to be controlled, equipped and operated under the terms of *The Hydro-Electric Railway Act*, 1914, and of a special Act authorizing this agreement;

And whereas the Corporation has requested the Commission to control, equip and operate and the Commission has agreed with the Corporation on behalf of the Corporation to control, equip and operate the railway upon the terms and conditions and in the manner herein set forth; but upon the express condition that the Commission shall not in any way be liable for any financial or other obligation or loss whatsoever by virtue of this agreement or arising out of the performance of the terms thereof;

And whereas the electors of the Corporation have voted in favor of authorizing the Corporation to enter into the necessary agreements with the Commission for acquiring the railway;

And whereas the Corporation has issued debentures for the amounts set forth in clause 2 *b* hereof, and has deposited the said debentures with the Commission;

Now therefore, this indenture witnesseth:

1. In consideration of the premises and of the agreements of the Corporation herein contained, and subject to the provisions of the said Acts and amendments thereto, the Commission agrees with the Corporation;

(*a*) To equip, and operate the railways on behalf of the Corporation, subject to clauses 11 and 12 hereof;

(*b*) To issue bonds, as provided in clause 3 hereof to cover the cost of acquiring the railway;

(*c*) To furnish as far as possible first-class modern and standard equipment for use on the railways, to operate this equipment so as to give the best service and accommodation possible, having regard to the district served, the type of construction and equipment adopted and all other equitable conditions, and to exercise all due skill and diligence so as to secure the most effective operation and service of the railways consistent with good management;

(*d*) To regulate and fix the fares and rates of toll to be collected by the railway for all classes of service;

(*e*) To utilize the routes and property of the railways for all purposes from which it is possible to obtain a profit;

(*f*) To combine the property and works of the railway and the power lines of the Commission where such combination is feasible and may prove economical to both the railway and users of the power lines;

(*g*) To permit and obtain interchange of traffic with other railways wherever possible and profitable; provided always, and it is hereby agreed, that the Commission will not operate any of the trams, cars or other rolling stock of said railway on any highway within the limits of the City of Toronto without first obtaining the consent of the Corporation;

(*h*) To supply electrical power or energy for operation of the railway at rates consistent with those charged to municipal corporations;

(*i*) To apportion annually the capital costs and operating expenses of all works, apparatus and plant used by the railway in common with the Commission's transmission lines in a fair manner, having regard to the service furnished by the expenditure under consideration;

(*j*) To apply the revenue derived from operation of the railway and any other revenue derived from the undertaking to the payment of operating or working expenses including the supply of electrical power or energy, and the cost of administration and annual charges for interest and sinking fund on the money invested, and such other deductions as are herein provided for;

(*k*) To set aside from any revenue thereafter remaining an annual sum for the renewal of any works belonging in whole or in part to the undertaking;

(*l*) To take active steps for the purpose of taking over, equipping and operating the railway at the earliest possible date after the execution of this agreement by the Corporation and the deposit of the debentures as called for under clause 2*b* hereof;

(*m*) To pay over annually to the Corporation, if deemed advisable by the Commission in the interests of the undertaking, any surplus that may remain after providing for the items above mentioned.

2. In consideration of the premises and of the agreements herein set forth, the Corporation agrees with the Commission:

(*a*) To bear as hereinafter provided the cost of acquiring, equipping, operating, maintaining, repairing, renewing and insuring the railway and its property and works as established by the Commission;

(*b*) To issue debentures to the amount of $1,875,000, maturing in fifty years from 1st December, 1920, and bearing interest at the rate of six per centum per annum,

payable half-yearly at the office of the City Treasurer in the City of Toronto, Ontario, which shall be deposited with the Commission previous to the issuing of the bonds hereinafter mentioned. The said debentures are similar to debentures to be issued by the Corporation under the provisions of two other agreements between the parties hereto of even date herewith respecting the Scarboro Division and the Mimico Division of the Toronto and York Radial Railway, and the total amount of debentures to be issued by the Corporation under the three agreements, for the acquisition of the three railways is $2,375,000;

(*c*) To make no agreement or arrangement with, and to grant no bonus, license or other inducement to any other railway or transportation company without the written consent of the Commission;

(*d*) To keep, observe and perform the covenants, provisos, and conditions set forth in this agreement intended to be kept and observed and performed by the Corporation, and to execute such further or other documents and to pass such by-laws as may be requested by the Commission for the purpose of fully effectuating the objects and intent of this agreement.

3. It shall be lawful and the Commission is hereby authorized to create or cause to be created an issue of bonds to be charged upon and secured by the railway and its undertaking, and all the assets, rights, privileges, revenue, works, property and effects belonging thereto and to be for the amount of $1,875,000, provided that the Commission may, upon obtaining the consent as herein defined of the Corporation, increase the said bond issue by any amount necessary to cover the capital cost of extensions, improvements and additional works or equipment of any kind for use on the railway, and provided that with the approval of the Lieutenant Governor in Council the Commission may dispose of any property not required for the purpose of the railway and use or dispose of the whole or part of the proceeds thereof in expenditure on capital account or invest the whole or part thereof in securities of the Province of Ontario for the retirement of the said bonds at maturity.

4. In order to meet and pay such bonds and interest as the same becomes due and payable the Commission shall in each year after the expiration of ten years from the date of the issue of the bonds out of the revenue of the railway after payment of operating or working expenses including the supply of electrical power or energy and the cost of administration and annual charge for interest set aside annually such sums as may be necessary to provide a sinking fund, on basis of not more than forty years for the payment of all the said bonds which shall be held for and applied toward the payment of such bonds or any renewals thereof at maturity, and the Commission shall have power from time to time to issue bonds under the provisions of the said special Act for the purpose of providing for such additional money as may be necessary with the accumulated sinking fund on hand to repay the bonds so issued when the same respectively mature, provided that the sum so set aside for sinking fund shall be sufficient to provide for payment of all the bonds issued on account of the said railway within fifty years from the said first day of December, 1920.

5. (1) The Corporation is authorized to issue debentures to the amount of $1,875,000, payable in fifty years from 1st day of December, 1920, and bearing interest at the rate of six per cent. per annum, payable half-yearly.

(2) Upon the execution of the said agreements the Corporation shall issue and deposit the said debentures with the Commission; and is further authorized to and shall from time to time thereafter upon the requisition in writing of the Commission issue and deposit with the Commission further similar debentures for the same amount or any increase as provided in subsection 3 of section 9, of the bond issue of the Commission to cover the capital cost of extensions or improvements of the railway.

(3) In the event of the revenue derived from the operation of the railway being insufficient in any year to meet the operating or working expense, including the electric power or enegry and the cost of administration and the annual charges for interest and sinking funds on the bonds and for the renewal of any works belonging in whole or in part to the railway, such deficits shall be paid upon demand of the Commission by the Corporation. Any arrears of the Corporation shall bear interest at the rate of six per cent. per annum. If the Corporation shall make default in payment of such deficits the Commission shall thereupon sell or otherwise dispose of so much of the debentures of the Corporation as shall be necessary to supply such deficiency at such rates of discount or premium and such terms and conditions as the Commission in its sole discretion shall deem to be in the interests of the railway, the proceeds of such debentures being used solely for the purposes herein contained.

(4) If the remaining debentures are insufficient in the opinion of the Commission to meet all payments required to be made by the Corporation under this Act or the said agreements, the Corporation is hereby authorized to and shall issue and deposit forthwith with the Commission similar debentures to an amount sufficient in the opinion of the Commission to make up the deficiency.

(5) All debentures issued and deposited with the Commission under this clause shall be held by the Commission as collateral security for the bonds issued by the Commission under clause 3, and for any payment required to be made by the Corporation under this agreement or the said Act.

6. In case the Commission shall at any time or times be prevented from operating the railway or any part thereof by strike, lockout, riot, fire, invasion, explosion, act of God, or the King's enemies, or any other cause reasonably beyond its control, then the Commission shall not be bound to operate the railway or such part thereof during such time; but the Corporation shall not be relieved from any liability or payment under this agreement, and as soon as the cause of such interruption is removed the Commission shall, without any delay, continue full operation of the railway, and the Corporation shall be prompt and diligent in doing everything in its power to remove and overcome any such cause or causes of interruption.

7. It shall be lawful for, and the Corporation hereby authorizes the Commission to unite the business of the railway with that of any other railway system operated in whole or in part by the Commission, and to exchange equipment and operators from one system to the other, proper provisions being made so that each system shall pay its proportionate share of the cost of any equipment used in common.

8. If at any time any other municipal corporation applies to the Commission for an extension of the railway into its municipality the Commission shall notify the applicant and the Corporation in writing of a time and place to hear all representations that may be made as to the terms and conditions relating to such proposed extension. If, on the recommendation of the Commission, such extension shall be authorized, without discrimination of the applicant, as to the cost incurred or to be incurred for or by reason of any extension, the Commission may extend the railway upon such terms and conditions as may appear equitable to the Commission.

No such application for an extension of the railway into any municipality shall be granted if it is estimated by the Commission that the cost of service of the railway to the Corporation will thereby be increased or the revenue and accommodation be injuriously affected without the consent of the Corporation.

9. The consent of the Corporation required under this agreement shall mean the consent of the council of such Corporation, such consent being in the form of a municipal by-law duly passed by the Council of the Corporation.

10. The railway and all the works, property and effects held and used in connection therewith, constructed, acquired, operated and maintained by the Commission under this agreement and the said Act shall be vested in the Commission on behalf of the Corporation; but the Commission shall be entitled to a lien upon the same for all money expended by the Commission under this agreement and not repaid

11. If at any time one or more of the municipalities through which the railway now passes or in which a part of the railway is situate applies to the Commission for admission as a party to this agreement for the acquisition and operation of the railway or for the extension thereof in or through the territory of such municipality upon such terms or conditions and subject to such contributions as if it had been a party to this agreement at the date thereof for the acquisition and operation of the said railway, the Commission shall take such steps and permit such votes to be taken as are necessary under the provisions of the said Act to authorize such municipality or municipalities to enter into an agreement under the Act to acquire such an interest.

The Corporation shall thereafter upon the request of the Commission enter into a new agreement with the Commission and the applying municipality or municipalities in the form, so far as applicable, of this agreement and containing paragraph 1 (*m*) and (*o*); paragraph 2 (*e*) and paragraphs 5, 10, 12 and 13 of the standard form of agreement set out in *The Hydro-Electric Railway Act*, 1914, and such other provisions as may be approved by the Lieutenant Governor in Council, and this agreement shall be deemed to be modified accordingly, and shall remain in full force and effect, subject only to such modifications.

12. This agreement shall continue and extend for a period of fifty years from the date thereof, and at the expiration thereof be subject to renewal, with the consent of the Corporation from time to time for like periods of fifty years. At the expiration of this agreement the Commission shall determine and adjust the rights of the Corporation, having regard to the amounts paid or assumed by the Corporation under the terms of this agreement, and such other consideration as may appear equitable to the Commission and are approved by the Lieutenant Governor in Council.

13. This agreement shall not come into effect until it has been authorized by an Act of the Legislature of Ontario.

In witness whereof the Commission and the Corporation have respectively affixed their corporate seals under the hands of their proper officers.

SCHEDULE "A" (a).

METROPOLITAN DIVISION.

The Metropolitan Division, for the purposes of this agreement, shall consist of all the right-of-way, other lands and real estate, roadbed, bridges, trestles, culverts, fences, signs, track, track tools, poles and fixtures, distribution system, shops, carhouses, offices, stations, miscellaneous buildings, ballast pits, park and resort property, passenger cars, freight cars, service cars, locomotives, shop equipment, furniture, trucks, automobiles, horses, vehicles, stores, substations, substation equipment owned on the first day of December, 1920, (1) by the Toronto and York Radial Railway Company and operated on that date as the Metropolitan Division thereof save and except all tracks, poles, lines and works situate upon the highways lying within the limits of the City of Toronto, and rolling stock known as cars Nos. 43 to 50 inclusive, and (2) by the Schomberg and Aurora Railway Company; the whole constituting a single track electric radial railway with sidings, spurs and all necessary appurtenances extending from the northerly limits

of the City of Toronto on Yonge Street to the Village of Sutton, Ontario, a distance of 48.66 miles, with a branch from Schomberg and Aurora junction to Schomberg, a distance of 14.41 miles; and including certain real estate, car barns, shops, machinery, tools and equipment within the City of Toronto, certain parcels of real estate outside of the said city, all as set out more particularly in the following schedule:

METROPOLITAN DIVISION OF TORONTO AND YORK RADIAL RAILWAY.

Real Estate in North Toronto.

Lot 6 North side Birch Avenue, Toronto	50 ft. x 138 ft.
Part Lot 5 North side Birch Avenue, Toronto	25 ft. x 138 ft.
" 5 North side Birch Avenue, Toronto	25 ft. x 138 ft.
" 4 North side Birch Avenue, Toronto	16 ft. 8 in. x 138 ft.
" 4 North side Birch Avenue, Toronto	16 ft. 8 in. x 138 ft.
" 4 North side Birch Avenue, Toronto	16 ft. 8 in. x 25 ft.
" 1 North side Birch Avenue, Toronto	60 ft. x 70 ft.
" 28 Lane west side Yonge St., Toronto	52 ft. 6 in. x 100 ft.
	60 ft. x 68 ft.
	10 ft. x 138 ft.
" 7 and 8 South side Alcorn Avenue, Toronto	28 ft. 5 in. x 80 ft.
" 6 and 7 South side Alcorn Avenue, Toronto	20 ft. 6 in. x 80 ft.
" 6 South side Alcorn Avenue, Toronto	20 ft. 7 in. x 80 ft.
" 5 and 6 Lane South side Alcorn Avenue, Toronto	10 ft. x 80 ft.
" 5 South side Alcorn Avenue, Toronto	14 ft. 8 in. x 78 ft. 9 in.
" 5 South side Alcorn Avenue, Toronto	15 ft. 4 in. x 78 ft. 9 in.
" 4 South side Alcorn Avenue, Toronto	26 ft. 11 in. x 78 ft. 9 in.
" 4 South side Alcorn Avenue, Toronto	18 ft. x 78 ft. 9 in.
" 2 and 3 South side Alcorn Avenue, Toronto	50 ft. x 52 ft. 6 in.
" 67 and Lots 68 and 69 North side of Alcorn Avenue, Toronto	75 ft. x 78 ft. 9 in.
" 70 North side of Alcorn Avenue, Toronto	31 ft. x 78 ft. 9 in.
Lot C and Part Lot B, North side of Alcorn Avenue, Toronto	45 ft. x 78 ft. 9 in.
Part Lot 1 North side of Alcorn Avenue, Toronto	49 ft. 10 in. x 60 ft.
" 2 and 3 South side Walker Avenue, Toronto	23 ft. 10 in. x 87 ft. 4 in.
" 2 and 3 South side Walker Avenue, Toronto	36 ft. x 87 ft. 4 in.
Lot 69 and Part Lots 70 and F, North side Walker Avenue, Toronto	58 ft. x 20 ft. 9 in.
Lot C, South side Woodlawn Avenue, Toronto	19 ft. 5 in. x 150 ft.
" B, South side Woodlawn Avenue, Toronto	19 ft. 6 in. x 150 ft.
" A, South side Woodlawn Avenue, Toronto	20 ft. 4 in. x 150 ft.
Part Lot 22 North side Woodlawn Avenue, Toronto	28 ft. x 178 ft. 7 in.
" 22 North side Woodlawn Avenue, Toronto	39 ft. 3 in. x 178 ft. 7 in.
" 20 and Lot 21, West side Yonge Street, Toronto	40 ft. x 100 ft.
Lots 25, 26, 27, 28 and 29, West side Yonge Street, Toronto	167 ft. 10 in. x 131 ft.
Part Lot 24 and Lane, South side Farnham Avenue, Toronto	23 ft. x 167 ft.

Buildings in North Toronto.

18 Birch Avenue, semi-detached dwelling, two-storey red brick, 17 x 24 ft., with annex 26 x 13 ft.

16 Birch Avenue, ditto.

1208 Yonge Street, semi-detached store, two-storey brick, 14 x 60 ft.
1210 Yonge Street, semi-detached store, two-storey brick, 14 x 60 ft.; furniture shop.
1212 Yonge Street, detached store, two-storey rough-cast and brick veneer, 20 ft. 6 in. x 38 ft.
17 Walker Avenue, detached dwelling, two-storey brick, 20 x 22 ft.; occupied.
10 Walker Avenue, detached dwelling, two-storey brick, 38 x 48 ft.
1306 Yonge Street, detached dwelling, two-storey red brick, 27 x 31 ft. 6 in.; occupied.
1312 Yonge Street, detached dwelling, two-storey white brick, 25 ft. 6 in. x 43 ft. 5 in., used by Toronto & York Radial as offices.
11 Farnham Avenue, detached dwelling, two-storey red brick, 23 ft. 6 in. x 30 ft. 6 in.; with additions.

Roadway.

Extending from North Toronto City Limits on Yonge Street to a point distant approximately 21.15 miles, near Mulock's Corners, including bridges, trestles and culverts, track-work with all turnouts and sidings, poles and fixtures, distribution system with feeders and telephone system, and signs.

Roadway on private right-of-way extending from Mulock's Corners to Sutton, a distance of 27.51 miles, including bridges, trestles and culverts, track-work with all turnouts and siding, poles and fixtures, distribution system with feeders and telephone system, fences, and signs.

Roadway Machinery and Tools.

Roadway machinery and tool equipment in possession of maintenance of way forces on way and structures.

Right of Way.

	Acres.
At Grand Trunk overhead crossings	6.74
Aurora	0.59
Yonge Street, to Newmarket, 7,489 ft.	14.181
Through Newmarket, 3,600 ft.	5.394
Newmarket to Jackson's Point	203.282
Jackson's Point to Sutton	11.201
Gravel Pit right-of-way to Oak Ridges	6.32
Interchange C.N.O. Ry., Richmond Hill	5.32

Other Lands.

Stable property, Toronto, Nos. 17 and 19 Birch Avenue.
97 ft. x (88 ft. and 116 ft.).
Car Barn property, Toronto.
Yonge Street, No. 1430, 244 x 255 ft.
St. Clair Avenue, 206 x 335 ft.
Yonge Street, 150 x 189 ft.
Substation property, York Mills, 150 x 147 ft.
Station property, Richmond Hill, 58 x 137 ft.
Bond Lake property, blocks B, C and D, 160.4 acres.
Station property, Aurora, 80 x (198 and 275 ft.)
Callaghan property, Roche's Point, 57.682 acres.
Gravel Pit, Oak Ridges, 34.24 acres.

Shops, Carhouses, Stations, Miscellaneous Buildings and Structures.

1430 Yonge Street, car barns 56 ft. x 202 ft. 6 in.; shops, 78 ft. x 101 ft. 6 in.; brick building, with concrete roof, built in 1906, with new addition now being finished.
Mount Pleasant, paint and repair shop, 28 ft. 6 in. x 73 ft., frame building.

Bond Lake Car Barns, 107 ft. 8 in. x 41 ft. 2 in., white brick building, roof steel truss with slate.

Newmarket, car barns, irregular, 7,348 square feet, frame building, galvanized corrugated iron siding, roof flat, felt gravel.

Thornhill Switch (Stop 42), shelter, 10 ft. 1 in. x 5 ft. 9 in.; frame building on sills, shingle French roof.

Lot 40 (Stop 47), shelter 10 ft. 2 in. x 7 ft. 11 in.; frame building on sills, shingle French roof.

Richmond Hill, Station and freight room, 33 ft. 2½ in. x 22 ft. 2½ in. frame building, shingle roof.

Bond Lake, Dwelling 24 ft. 4 in. x 16 ft. 2 in., 1½ storey frame building with 1 storey Ell 20 ft. 6 in. x 12 ft. 4 in.

" Garage, 16 ft. 3 in. x 9 ft. 3 in. frame building, shingle roof.

" Lavatory, 8 ft. 0 in. x 6 ft. 0 in.; frame lean-to building, with shingle slope roof.

" Double dwelling, 40 ft. 4 in. x 21 ft. 10 in., 1½ storey frame building, concrete foundation, shingle roof, with 1 storey Ell 21 ft. 6 in. x 12 ft. 4 in.

" Barn, 23 ft. 3 in. x 19 ft. 7 in., frame building, shingle roof.

" Dwelling, 30 ft. 6 in. x 18 ft. 6 in., frame building, 1½ storey concrete foundation, shingle roof and Ell, 14 ft. 0 in. x 12 ft. 6 in.

" Cottage, 30 ft. 8 in. x 30 ft. 8 in., frame building, masonry foundation, shingle roof.

" Platform shelter, 59 ft. 1 in. x 13 ft. 2 in., with frame cover 48 ft. 8½ in. x 26 ft. 6 in.

" Dwelling, 26 ft. 3 in. x 18 ft. 4 in., 1½ storey frame building, shingle roof, and Ell 16 ft. 4 in. x 18 ft. 5 in., with store 14 ft. 5 in. x 17 ft. 0 in.

" Barn, 30 ft. 2 in. x 24 ft. 3 in., frame building.

" Cook house, 31 ft. 2 in. x 22 ft. 3 in., frame building on posts.

" Pavilion, 80 ft. 7 in. x 42 ft. 8 in., frame cover, shingle roof.

" Pavilion annex, 37 ft. 2 in x 28 ft. 6 in., frame cover, shingle roof.

" Boat house, 45 ft. 9 in. x 24 ft. 5 in., frame building, shingle flat roof.

Aurora Station, freight room and dwelling, 64 ft. 4 in. x 24 ft. 0 in., 2 storey frame building, covered with sheet metal roof, paper and shingles.

Newmarket—Dwelling, 25 ft. 4 in. x 19 ft. 5 in., 1½ storey frame building, concrete foundations, with 1 storey Ell, 12 ft. 5 in. x 10 ft. 1 in., and lean-to, 10 ft. 8 in. x 18 ft. 4 in., slope roof.

" Station, freight house and dwelling, 41 ft. 0 in. x 22 ft. 10 in., 2 storey frame building, shingle roof, with 1 storey freight room, 50 ft. 7 in. x 22 ft. 10 in., sheet metal siding, shingle and sheet tin roof.

Sharon (Stop 74)—Shelter, old car.

Doane Side Road (Stop 75)—Shelter and freight room, 20 ft. 6 in. x 12 ft. 4 in., frame building, shingle roof.

Queensville—Station and freight room and dwelling, 36 ft. 2 in. x 19 ft. 0 in., 2 storey frame building.

Colborne Crossing (Stop 77)—Station and freight room, 24 ft. 2 in. x 16 ft. 4 in., frame building, shingle roof.

Boags (Stop 78)—Station and freight room, 24 ft. 2 in. x 16 ft. 4 in., frame building, shingle roof.

Cowlesons (Stop 79)—Freight shed, 12 ft. 0 in. x 8 ft. 0 in., frame lean-to, slope roof.

Ravenshoe (Stop 80)—Station and freight room, 24 ft. 2 in. x 16 ft. 4 in., frame building, shingle roof.

Peters (Stop 81)—Freight shed, 16 ft. 4 in. x 12 ft. 4 in., frame building, shingle roof.

Keswick (Stop 83)—Station and freight room, 34 ft. 4 in. x 15 ft. 2 in., frame building; tool house, 16 ft. 4 in. x 12 ft. 5 in., frame building.

Orchard Beach (Stop 85)—Shelter, old car.
Boyers (Stop 86)—Station and freight room, 24 ft. 2 in. x 16 ft. 4 in., frame building, shingle roof.
Roche's Point (Stop 87)—Shelter, 15 ft. 8 in., frame building.
Stop 87½—Platform.
Base Line (Stop 88)—Shelter, 14 ft. x 7 ft., frame building.
Hamilton's Crossing (Stop 89)—Shelter, 14 ft. x 10 ft., frame building.
Brighton Beach (Stop 90)—Platform.
Varney Road (Stop 91)—Platform.
Eastbourne (Stop 92)—Shelter, 9 ft. 6 in. x 12 ft. 4 in., frame building, shingle roof.
Indian Grove (Stop 92½)—Station and freight room, 32 ft. 4 in. x 16 ft. 4 in., frame building, on concrete posts, shingle roof.
Willow Beach (Stop 95)—Shelter and freight room, 20 ft. x 16 ft., frame building, shingle roof.
Willow Beach (Stop 95½)—Platform.
Sunnyside (Stop 96)—Station and freight shed, 24 ft. 2 in. x 16 ft., frame building, shingle roof.
Salvation Army (Stop 97½)—Shelter, 12 ft. x 16 ft., frame building.
Glen Sibbald (Stop 98)—Platform.
Jackson's Point (Stop 99)—Platform, shelter and freight room, frame cover to concrete platform, 32 ft. 6 in. x 51 ft., including freight room, 21 ft. 2 in. x 10 ft. 6 in., and office, 11 ft. x 12 ft. 2 in.
Sutton (Stop 100)—Station, freight room and dwelling, 40 ft. 3 in. x 35 ft. 4 in., 2 storey frame building, sheet metal and brick first storey, and clapboard second storey, shingle roof.
Birch Avenue—Stables, 24 ft. x 40 ft., frame building, with loft office, 12 ft. x 12 ft., frame building, one storey, freight shed, 21 ft. x 30 ft., brick building, with platform adjoining stables; waggon shed, 46 ft. x 30 ft., frame building.
1422 Yonge Street—Freight office, 12 ft. x 28 ft., one storey frame building.
1422 Yonge Street—Freight shed, 22 ft. x 30 ft., frame building; platform, 22 ft. x 32 ft.
Mount Pleasant Store House—41 ft. 6 in. x 62 ft., 2 storey brick building.
North Toronto Station and Ticket Office.

Furniture.

Furniture and fixtures in the following building:—

Offices of the Toronto and York Radial Railway, located at 84 King Street East, Toronto.
St. Clair Avenue, Car Barns.
Ticket Office and Waiting-room, North Toronto.
Richmond Hill Station and Freight House.
Aurora Station and Freight House.
Newmarket Station and Freight House.
Queensville Station.
Keswick Station.
Jackson's Point Station.
Mount Pleasant Store-room.
Sutton Station.
At various points along line fifteen loading plates.

Miscellaneous Equipment.

9 Motor trucks.
6 heavy draft horses with harness.
6 waggons and
3 sleighs and stable equipment.

Materials and Supplies.

All materials and supplies at the following places on December 1st, 1920:—
St Clair Avenue Storehouse.
Mount Pleasant Storehouse, C. & N. O. connection, S. & A. Jctn. material yard.
Newmarket and various places along the line.

Passenger Cars.

19 Double truck, double end closed motor passenger cars.

Freight and Express Cars, Service Equipment and Locomotives.

5 Single truck, miscellaneous cars.
41 Double truck miscellaneous cars and locomotives.

Electric Equipment for Cars.

General Electric No. 90 motors—50 h.p. 34.
General Electric No. 57 motors—50 h.p. 40.
General Electric No. 67 motors—40 h.p. 22.
General Electric No. 1000 motors—35 h.p. 6.
Westinghouse Electric No. 101 motors—40 h.p. 24.
Westinghouse Electric No. 112 motors—75 h.p. 4.

Shop Equipment.

1 Pinion puller, complete (air.)
1 Acetylene welding and cutting torch (complete).
1 Small lathe.
1 Field winding machine.
1 3-ton portable crane.
1 Clark and Derhill (Galt) 16 inches.
Jointer head table 22½ inches by 7 inches by 3 ft.
1 Band-saw frame.
1 160-ton wheel press.
1 Heavy axle and wheel lathe with chuck 18 feet bed. (London Machine Tool.)
1 Bertram lathe 14 ft. bed with 21 inches swing.
1 Lathe with 8 ft. bed, with 20 inches swing.
1 Iron shaping machine (London Machine Co.) 25-inch stroke.
1 Emery stand.
1 14-inch power hack saw.
1 Bolt cutting machine.
1 Radial drill 36-inch swing (London Mach. Tool Co.).
1 20-inch drill press.
1 Trip hammer (motor driven).
1 30 ft. Monorail (6 ft. 1 in.) overhead crane.
1 Reavell Co., Ltd., quadruplex air compressor No. 2105.
1 Motor for above—65 B.H.P.—250 R.P.M. 110 amps., 500 volts.
1 Automatic switchboard for same (Bruce Peebles Co., Scotland).
1 Canadian Rand compressor, size O. No. 4787.
1 Motor for same. C. G. E. class—3-35-650, 35 h.p., form B., 60 amps., 500 volts, 650 r.p.m.
And all small tools, miscellaneous equipment, motor parts, control parts and other miscellaneous parts, air brake equipment, trucks, wheels on axles, miscellaneous car parts, store-room supplies and compressor parts in shops.

SUBSTATIONS AND SUBSTATION RAILWAY EQUIPMENT.

Property Used for Railway Purposes.

York Mills Substation.
Brick building, 30 feet x 60 feet (approximate).

Railway Equipment.
2—500 k.w. induction motors, generator sets.
Switching equipment for above.

Bond Lake Substation.
Brick building, 20 feet x 28 feet and 100 feet x 100 feet.

Railway Equipment.
1—500 k.w. induction motor generator set.
1—Steam and motor-driven air compressor.
Switching equipment for above.
1—D. C. armature (spare) at C. W. Co., in repairs.

Newmarket Substation.
Brick building, 40 feet x 80 feet.

Railway Equipment.
2—500 k.w. induction motor generator sets.
Switching equipment for above.

Keswick Substation.
Frame building with sheet iron siding, 50 feet x 75 feet, and 10 feet x 10 feet.

Railway Equipment.
1—500 k.w. induction motor generator set.
1 Steam and motor-driven air compressor.
Switching equipment for above.

SCHOMBERG AND AURORA RAILWAY.

Right of Way.
Right of Way—121.829 acres.

Other Lands
S. & A. Junction property—7.10 acres.
Grand Trunk interchange—7.37 acres.
Sub-station, Kettleby—0.595 acres.
Schomberg station yard—1.929 acres.

Roadway.
Roadway, extending from S. & A. Junction to Schomberg, including grading track work, with sidings and turnouts, bridges, trestles and culverts, distribution system, telephone system, fences and signs.

Roadway, Machinery and Tools.
Roadway, machinery and tool equipment in possession of gang on maintenance of way and structures.

Stations and Miscellaneous Buildings.
Schomberg Junction—Station, 24 feet 6½ inches x 16 feet 7 inches, frame building, shingle roof.
Freight house, 25 feet 5 inches x 15 feet 6 inches, frame building. Tool house.

Eversley (Stop 160)—Shelter, 14 feet x 11 feet, frame building, shingle roof.
Stop 163—Shelter, 14 feet x 11 feet, frame building, shingle roof, tool house.
Kettlebey (Stop 166)—Shelter and freight room, 19 feet 8 inches x 13 feet 10 inches.
Schomberg—Station and dwelling 33 feet 2½ inches x 21 feet, one storey brick building with one storey frame, Ell 17 feet 3½ inches x 17 feet 5 inches.
Freight house, 28 feet 4 inches x 18 feet 3 inches, frame, tool house.

Furniture.
Furniture and fixtures in the following buildings:—
Schomberg Junction freight house and Schomberg station and freight house.

Substation and Substation Railway Equipment.
Schomberg and Aurora substation.
Brick building, 21 feet x 30 feet.
Railway equipment.
1—500 k.w. induction motor generator set.
Switching equipment for above.

Materials and Supplies.
All materials and supplies stored along the line.

SCHEDULE "A" (*b*).

Draft agreement relating to the Mimico Division;

This indenture made the first day of December, in the year of our Lord one thousand nine hundred and twenty,

Between:

The Hydro-Electric Power Commission of Ontario (hereinafter called the "Commission") of the first part,

and

The Corporation of the City of Toronto (hereinafter called the "Corporation"), of the second part.

Whereas the Commission has, at the request of the Corporation, acquired for and on behalf of the Corporation certain properties of the Mimico Division of the Toronto and York Radial Railway Company, all as described and set out in Schedule "A" (*b*) hereto, and hereinafter called the "Railway," to be controlled, equipped and operated under the terms of *The Hydro-Electric Railway Act*, 1914, and of a special Act authorizing this agreement;

And whereas the Corporation has requested the Commission to control, equip and operate, and the Commission has agreed with the Corporation on behalf of the Corporation to control, equip and operate the railway upon the terms and conditions and in the manner herein set forth; but upon the express condition that the Commission shall not in any way be liable for any financial or other obligation or loss whatsoever by virtue of this agreement or arising out of the performance of the terms thereof;

And whereas the electors of the Corporation have voted in favour of authorizing the Corporation to enter into the necessary agreements with the Commission for acquiring the railway;

And whereas the Corporation has issued debentures for the amounts set forth in clause 2 (*b*) hereof, and has deposited the said debentures with the Commission.

Now therefore, this indenture witnesseth:—

1. In consideration of the premises and of the agreements of the Corporation herein contained, and subject to the provisions of the said Acts and amendments thereto, the Commission agrees with the Corporation,

(*a*) To equip and operate the railways on behalf of the Corporation, subject to clauses 11 and 12 hereof;

(*b*) To issue bonds, as provided in clause 3 hereof to cover the cost of acquiring the railway;

(*c*) To furnish as far as possible first-class modern and standard equipment for use on the railways, to operate this equipment so as to give the best service and accommodation possible, having regard to the district served, the type of construction and equipment adopted and all other equitable conditions, and to exercise all due skill and diligence so as to secure the most effective operation and service of the railways consistent with good management;

(*d*) To regulate and fix the fares and rates of toll to be collected by the railway for all classes of service;

(*e*) To utilize the routes and property of the railways for all purposes from which it is possible to obtain a profit;

(*f*) To combine the property and works of the railway and the power lines of the Commission where such combination is feasible and may prove economical to both the railway and users of the power lines;

(*g*) To permit and obtain interchange of traffic with other railways wherever possible and profitable; provided always, and it is hereby agreed, that the Commission will not operate any of the trams, cars or other rolling stock of said railway on any highway within the limits of the City of Toronto without first obtaining the consent of the Corporation;

(*h*) To supply electrical power or energy for operation of the railway at rates consistent with those charged to municipal corporations;

(*i*) To apportion annually the capital costs and operating expenses of all works, apparatus and plant used by the railway in common with the Commission's transmission lines in a fair manner, having regard to the service furnished by the expenditure under consideration;

(*j*) To apply the revenue derived from operation of the railway and any other revenue derived from the undertaking to the payment of operating or working expenses, including the supply of electrical power or energy, and the cost of administration and annual charges for interest and sinking fund on the money invested, and such other deductions as are herein provided for;

(*k*) To set aside from any revenue thereafter remaining an annual sum for the renewal of any works belonging in whole or in part to the undertaking;

(*l*) To take active steps for the purpose of taking over, equipping and operating the railway at the earliest possible date after the execution of this agreement by the Corporation and the deposit of the debentures as called for under clause 2 *b* hereof;

(*m*) To pay over annually to the Corporation, if deemed advisable by the Commission in the interests of the undertaking, any surplus that may remain after providing for the items above mentioned.

2. In consideration of the premises and of the agreements herein set forth, the Corporation agrees with the Commission:—

(*a*) To bear as hereinafter provided the cost of acquiring, equipping, operating, maintaining, repairing, renewing and insuring the railway and its property and works as established by the Commission;

(*b*) To issue debentures to the amount of $260,000.00, maturing in fifty years from 1st December, 1920, and bearing interest at a rate of six per centum per annum, payable half-yearly at the office of the City Treasurer in the City of Toronto, Ontario, which shall be deposited with the Commission previous to the issuing of the bonds hereinafter mentioned. The said debentures are similar to debentures to be issued by the Corporation under the provisions of two other agreements between the parties hereto of even date herewith respecting the Metropolitan Division and the Scarboro Division of the Toronto and York Radial Railway, and the total amount of debentures to be issued by the Corporation under the three agreements, for the acquisition of the three railways is $2,375,000.00;

(*c*) To make no agreement or arrangement with, and to grant no bonus, license or other inducement to any other railway or transportation company without the written consent of the Commission:

(*d*) To keep, observe and perform the covenants, provisos and conditions set forth in this agreement intended to be kept and observed and performed by the Corporation, and to execute such further or other documents and to pass such by-laws as may be requested by the Commission for the purpose of fully effectuating the objects and intent of this agreement.

3. It shall be lawful and the Commission is hereby authorized to create or cause to be created an issue of bonds to be charged upon and secured by the railway and its undertaking, and all the assets, rights, privileges, revenue, works, property and effects belonging thereto and to be for the amount of $260,000.00, provided that the Commission may, upon obtaining the consent herein defined of the Corporation, increase the said bond issue by any amount necessary to cover the capital cost of extensions, improvements and additional works or equipment of any kind for use on the railway, and provided that with the approval of the Lieutenant-Governor in Council the Commission may dispose of any property not required for the purpose of the railway and use or dispose of the whole or part of the proceeds thereof in expenditure on capital account or invest the whole or part thereof in security of the Province of Ontario for the retirement of the said bonds at maturity.

4. In order to meet and pay such bonds and interest as the same become due and payable the Commission shall in each year after the expiration of ten years from the date of the issue of the bonds out of the revenue of the railway after payment of operating or working expenses, including the supply of electrical power or energy and the cost of administration and annual charge for interest, set aside annually such sums as may be necessary to provide a sinking fund, on basis of not more than forty years for the payment of all the said bonds which shall be held for and applied toward the payment of such bonds or any renewals thereof, at maturity, and the Commission shall have power from time to time to issue bonds under the provisions of the said Special Act for the purpose of providing for such additional money as may be necessary with the accumulated sinking fund on hand to repay the bonds so issued when the same respectively mature, provided that the sum so set aside for sinking fund shall be sufficient to provide for payment of all the bonds issued on account of the said railway within fifty years from the said first day of December, 1920.

5. (1) The Corporation is authorized to issue debentures to the amount of $260,000.00, payable in fifty years from 1st day of December, 1920, and bearing interest at the rate of six per cent. per annum, payable half-yearly.

(2) Upon the execution of the said agreements the Corporation shall issue and deposit the said debentures with the Commission; and is further authorized to, and shall from time to time thereafter upon the requisition in writing of the Commission, issue and deposit with the Commission further similar debentures for the same amount of any increase as provided in subsection 3 of section 9, of the bond issue of the Commission to cover the capital cost of extensions or improvements of the railway.

(3) In the event of the revenue derived from the operation of the railway being insufficient in any year to meet the operating or working expense, including the electric power or energy and the cost of administration and the annual charges for interest and sinking funds on the bonds and for the renewal of any works belonging in whole or in part to the railway, such deficits shall be paid upon demand of the Commission by the Corporation. Any arrears of the Corporation shall bear interest at the rate of six per cent. per annum. If the Corporation shall make default in payment of such deficits the Commission shall thereupon sell or otherwise dispose of so much of the debentures of the Corporation as shall be necessary to supply such deficiency at such rates of discount or premium and such terms and conditions as the Commission in its sole discretion shall deem to be in the interests of the railway, the proceeds of such debentures being used solely for the purposes herein contained.

(4) If the remaining debentures are insufficient in the opinion of the Commission to meet all payments required to be made by the Corporation under this Act or the said agreements, the Corporation is hereby authorized to and shall issue and deposit forthwith with the Commission similar debentures to an amount sufficient in the opinion of the Commission to make up the deficiency.

(5) All debentures issued and deposited with the Commission under this clause shall be held by the Commission as collateral security for the bonds issued by the Commission under clause 3, and for any payment required to be made by the Corporation under this agreement or the said Act.

6. In case the Commission shall at any time or times be prevented from operating the railway or any part thereof by strike, lockout, riot, fire, invasion, explosion, act of God or the King's enemies, or any other cause reasonably beyond its control, then the Commisison shall not be bound to operate the railway or such part thereof during such time; but the Corporation shall not be relieved from any liability or payment under this agreement, and as soon as the cause of such interruption is removed the Commission shall, without any delay, continue full operation of the railway, and the Corporation shall be prompt and diligent in doing everything in its power to remove and overcome any such cause or causes of interruption.

7. It shall be lawful for, and the Corporation hereby authorize the Commission to unite the business of the railway with that of any other railway system operated in whole or in part by the Commission, and to exchange equipment and operators from one system to the other, proper provisions being made so that each system shall pay its proportionate share of the cost of any equipment used in common.

8. If at any time any other municipal corporation applies to the Commission for an extension of the railway into its municipality the Commission shall notify the applicant and the Corporation in writing of a time and place to hear all representations

that may be made as to the terms and conditions relating to such proposed extension. If, on the recommendation of the Commission, such extension shall be authorized, without discrimination of the applicant, as to the cost incurred or to be incurred for or by reason of any extension, the Commission may extend the railway upon such terms and conditions as may appear equitable to the Commission.

No such application for an extension of the railway into any municipality shall be granted if it is estimated by the Commission that the cost of service of the railway to the Corporation will thereby be increased or the revenue and accommodation be injuriously affected, without the consent of the Corporation.

9. The consent of the Corporation required under this agreement shall mean the consent of the Council of such Corporation, such consent being in the form of a municipal by-law duly passed by the Council of the Corporation.

10. The railway and all the works, property and effects held and used in connection therewith, constructed, acquired, operated and maintained by the Commission under this agreement and the said Act shall be vested in the Commission on behalf of the Corporation; but the Commission shall be entitled to a lien upon the same for all money expended by the Commission under this agreement and not repaid.

11. If at any time one or more of the municipalities through which the railway now passes or in which a part of the railway is situate applies to the Commission for admission as a party to this agreement for the acquisition and operation of the railway or for the extension thereof in or through the territory of such municipality upon such terms and conditions and subject to such contributions as if it had been a party to this agreement at the date thereof for the acquisition and operation of the said railway, the Commission shall take such steps and permit such votes to be taken as are necessary under the provisions of the said Act to authorize such municipality or municipalities to enter into an agreement under the Act to acquire such an interest.

The Corporation shall thereafter upon the request of the Commission enter into a new agreement with the Commission and the applying municipality or municipalities in the form, so far as applicable, of this agreement, and containing paragraphs 1 *m* and *o*: paragraph 2 *e* and paragraphs 5, 10, 12 and 13 of the standard form of agreement set out in *The Hydro-Electric Railway Act*, 1914, and such other provisions as may be approved by the Lieutenant-Governor in Council, and this agreement shall be deemed to be modified accordingly, and shall remain in full force and effect, subject only to such modifications.

12. This agreement shall continue and extend for a period of fifty years from the date hereof, and at the expiration thereof be subject to renewal with the consent of the Corporation, from time to time for like periods of fifty years. At the expiration of this agreement the Commission shall determine and adjust the rights of the Corporation, having regard to the amounts paid or assumed by the Corporation under the terms of this agreement, and such other consideration as may appear equitable to the Commission and are approved by the Lieutenant-Governor in Council.

13. This agreement shall not come into effect until it has been authorized by an Act of the Legislature of Ontario.

In witness whereof the Commission and the Corporation have respectively affixed their Corporate Seals under the hands of their proper officers.

THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO,
Chairman.

(Seal)

Secretary.

THE CORPORATION OF THE CITY OF TORONTO.
Mayor.

(Seal)

City Clerk.

MIMICO DIVISION.

The Mimico Division, as understood in this agreement, shall include all of the right-of-way, other lands and real estate, road bed, bridges, trestles, culverts, fences, signs, track, track tools, poles and fixtures, distribution system, shops, car houses, offices, stations, miscellaneous buildings, passenger cars, freight cars, service cars, shop equipment, furniture, stores, substations, substation equipment owned on the 1st day of December, 1920, by the Toronto & York Radial Railway Company, and operated on that date as the Mimico Division thereof and consisting of a single track line of electric radial railway with sidings, spurs, and all necessary appurtenances extending from the westerly limits of the City of Toronto, on the Toronto and Hamilton Highway to Port Credit, a distance of 8.37 miles, all as set out more particularly in the following schedule:

Right-of-Way.

At Mimico Creek, 2,756 ft.	2.71 acres.
New Toronto property, 37 ft. x 1,705 ft.	1.45 "
Long Branch (45 ft. and 50 ft.) x 1,416 ft.	1.52 "
Etobicoke Creek, 3,415 feet	6.77 "

Other Lands.

Humber property.
Lake Shore Road and Queen St.
344 ft. X (143 ft. and 95 ft.)
75 ft. x 210 ft.
63 ft. x 219 ft.
25 ft. x 233 ft. ..... 1.967 acres.

Roadway.

Extending from West Toronto city limits on Lake Shore Rd. to Port Credit, including bridges, trestles and culverts, track work with all turnouts and sidings, poles and fixtures, distribution system with feeders and telephone system, fences and signs.

Roadway, Machinery and Tools.

Roadway, machinery and tool equipment in possession of maintenance of way force on way and structures.

Furniture.

Furniture and fixtures in the following buildings:
Foreman's office at car barns.
Sunnyside despatching office.
Waiting room at Sunnyside.

Passenger and Miscellaneous Cars.

17 motor passenger cars and 8 miscellaneous cars.

Stations and Miscellaneous Buildings.

Humber—Shelter, 12 ft. 5 in. x 8 ft. 8 in., frame building, shingle roof.
Shelter and candy shop, irregular shape, frame building.

Stop 14—Shelter, 10 ft. x 6 ft., frame lean-to.
" 18 " " " " "
" 29 " " " " "
" 31 " " " " "
" 35 " " " " "

Substations and Substation Railway Equipment.
Property used for railway purposes.
Humber substation—sheet iron building.
Railway equipment—2,500 k.w. induction motor generator sets.
Switching equipment for above.

Material and Supplies.
All materials stored along the line.

Motor Equipment for Cars.

General Electric, 67 motors, 40 h.p.	44
General Electric, 57 motors, 50 h.p.	28
	72

Shop Equipment.
All small tools and electrical equipment, air-brake equipment, trucks, miscellaneous car parts and miscellaneous store-room supplies in Sunnyside car barns.

SCHEDULE "A" (c).

Draft agreement relating to the Scarboro Division;

This indenture made the first day of December, in the year of our Lord, one thousand nine hundred and twenty,

Between:
The Hydro-Electric Power Commission of Ontario (hereinafter called the "Commission") of the first part,

and

The Corporation of the City of Toronto (hereinafter called the "Corporation"), of the second part.

Whereas the Commission has, at the request of the Corporation, acquired for and on behalf of the Corporation certain properties of the Scarboro Division of the Toronto and York Radial Railway Company, all as described and set out in Schedule "A" (c) hereto, and hereinafter called the "Railway," to be controlled, equipped and operated under the terms of *The Hydro-Electric Railway Act, 1914*, and of a special Act authorizing this agreement;

And whereas the Corporation has requested the Commission to control, equip and operate, and the Commission has agreed with the Corporation on behalf of the Corporation to control, equip and operate the railway upon the terms and conditions and in the manner herein set forth; but upon the express condition that the Commission shall not in any way be liable for any financial or other obligation or loss whatsoever by virtue of this agreement or arising out of the performance of the terms thereof.

And whereas the electors of the Corporation have voted in favour of authorizing the Corporation to enter into the necessary agreements with the Commission for acquiring the railway;

And whereas the Corporation has issued debentures for the amounts set forth in clause 2 *b* hereof, and has deposited the said debentures with the Commission.

Now therefore, this indenture witnesseth:—

1. In consideration of the premises and of the agreements of the Corporation herein contained, and subject to the provisions of the said Acts and amendments thereto, the Commission agrees with the Corporation.

(*a*) To equip and operate the railways on behalf of the Corporation, subject to clauses 11 and 12 hereof;

(*b*) To issue bonds, as provided in clause 3 hereof, to cover the cost of acquiring the railway;

(*c*) To furnish as far as possible first-class modern and standard equipment for use on the railways, to operate this equipment so as to give the best service and accommodation possible, having regard to the district served, the type of construction and equipment adopted and all other equitable conditions, and to exercise all due skill and diligence so as to secure the most effective operation and service of the railways consistent with good management;

(*d*) To regulate and fix the fares and rates of toll to be collected by the railway for all classes of service;

(*e*) To utilize the routes and property of the railways for all purposes from which it is possible to obtain a profit;

(*f*) To combine the property and works of the railway and the power lines of the Commission where such combination is feasible and may prove economical to both the railway and users of the power lines;

(*g*) To permit and obtain interchange of traffic with other railways wherever possible and profitable; provided always, and it is hereby agreed, that the Commission will not operate any of the trams, cars or other rolling stock of said railway on any highway within the limits of the City of Toronto without first obtaining the consent of the Corporation;

(*h*) To supply electrical power or energy for operation of the railway at rates consistent with those charged to municipal corporations;

(*i*) To apportion annually the capital costs and operating expenses of all works, apparatus and plant used by the railway in common with the Commission's transmission lines in a fair manner, having regard to the service furnished by the expenditure under consideration;

(*j*) To apply the revenue derived from operation of the railway and any other revenue derived from the undertaking to the payment of operating or working expenses, including the supply of electrical power or energy, and the cost of administration and annual charges for interest and sinking fund on the money invested, and such other deductions as are herein provided for;

(*k*) To set aside from any revenue thereafter remaining an annual sum for the renewal of any works belonging in whole or in part to the undertaking;

(*l*) To take active steps for the purpose of taking over, equipping and operating the railway at the earliest possible date after the execution of this agreement by the Corporation and the deposit of the debentures as called for under clause 2 *b* hereof;

(*m*) To pay over annually to the Corporation, if deemed advisable by the Commission in the interests of the undertaking, any surplus that may remain after providing for the items above mentioned.

2. In consideration of the premises and of the agreements herein set forth, the Corporation agrees with the Commission:—

(*a*) To bear as hereinafter provided the cost of acquiring, equipping, operating, maintaining, repairing, renewing and insuring the railway and its property and works as established by the Commission;

(*b*) To issue debentures to the amount of $240,000.00, maturing in fifty years from 1st December, 1920, and bearing interest at a rate of six per centum per annum, payable half-yearly at the office of the City Treasurer in the City of Toronto, Ontario, which shall be deposited with the Commission previous to the issuing of the bonds hereinafter mentioned. The said debentures are similar to debentures to be issued by the Corporation under the provisions of two other agreements between the parties hereto of even date herewith respecting the Metropolitan Division and the Mimico Division of the Toronto and York Radial Railway, and the total amount of debentures to be issued by the Corporation under the three agreements, for the acquisition of the three railways is $2,375,000.00;

(*c*) To make no agreement or arrangement with, and to grant no bonus, license or other inducement to any other railway or transportation company without the written consent of the Commission;

(*d*) To keep, observe and perform the covenants, provisos and conditions set forth in this agreement intended to be kept and observed and performed by the Corporation, and to execute such further or other documents and to pass such by-laws as may be requested by the Commission for the purpose of fully effectuating the objects and intent of this agreement.

3. It shall be lawful and the Commission is hereby authorized to create or cause to be created an issue of bonds to be charged upon and secured by the railway and its undertaking, and all the assets, rights, privileges, revenue, works, property and effects belonging thereto and to be for the amount of $240,000.00, provided that the Commission may, upon obtaining the consent as herein defined of the Corporation, increase the said bond issue by any amount necessary to cover the capital cost of extensions, improvements and additional works or equipment of any kind for use on the railway, and provided that with the approval of the Lieutenant Governor in Council the Commission may dispose of any property not required for the purpose of the railway and use or dispose of the whole or part of the proceeds thereof in expenditure on capital account or invest the whole or part thereof in security of the Province of Ontario for the retirement of the said bonds at maturity.

4. In order to meet and pay such bonds and interest as the same become due and payable the Commission shall in each year after the expiration of ten years from the date of the issue of the bonds out of the revenue of the railway after payment of operating or working expenses, including the supply of electrical power or energy and the cost of administration and annual charge for interest, set aside annually such sums as may be necessary to provide a sinking fund, on basis of not more than forty years for the payment of all the said bonds which shall be held for and applied toward the payment of such bonds or any renewals thereof, at maturity, and the Commission shall have power from time to time to issue bonds under the provisions of the said Special Act for the purpose of providing for such additional money as may be necessary with the accumulated sinking fund on hand to repay the bonds so issued when the same

respectively mature, provided that the sum so set aside for sinking fund shall be sufficient to provide for payment of all the bonds issued on account of the said railway within fifty years from the said first day of December, 1920.

5. (1) The Corporation is authorized to issue debentures to the amount of $240,000.00, payable in fifty years from 1st day of December, 1920, and bearing interest at the rate of six per cent. per annum, payable half-yearly.

(2) Upon the execution of the said agreements the Corporation shall issue and deposit the said debentures with the Commission; and is further authorized to and shall, from time to time thereafter upon the requisition in writing of the Commission, issue and deposit with the Commission further similar debentures for the same amount of any increase as provided in subsection 3 of section 9, of the bond issue of the Commission to cover the capital cost of extensions or improvements of the railway.

(3) In the event of the revenue derived from the operation of the railway being insufficient in any year to meet the operating or working expense, including the electric power or energy and the cost of administration and the annual charges for interest and sinking funds on the bonds and for the renewal of any works belonging in whole or in part to the railway, such deficits shall be paid upon demand of the Commission by the Corporation. Any arrears of the Corporation shall bear interest at the rate of six per cent. per annum. If the Corporation shall make default in payment of such deficits the Commission shall thereupon sell or otherwise dispose of so much of the debentures of the Corporation as shall be necessary to supply such deficiency at such rates of discount or premium and such terms and conditions as the Commission in its sole discretion shall deem to be in the interests of the railway, the proceeds of such debentures being used solely for the purposes herein contained.

(4) If the remaining debentures are insufficient in the opinion of the Commission to meet all payments required to be made by the Corporation under this Act or the said agreements, the Corporation is hereby authorized to and shall issue and deposit forthwith with the Commission similar debentures to an amount sufficient in the opinion of the Commission to make up the deficiency.

(5) All debentures issued and deposited with the Commission under this clause shall be held by the Commission as collateral security for the bonds issued by the Commission under clause 3, and for any payment required to be made by the Corporation under this agreement or the said Act.

6. In case the Commission shall at any time or times be prevented from operating the railway or any part thereof by strike, lockout, riot, fire, invasion, explosion, act of God, or the King's enemies, or any other cause reasonably beyond its control, then the Commission shall not be bound to operate the railway or such part thereof during such time; but the Corporation shall not be relieved from any liability or payment under this agreement, and as soon as the cause of such interruption is removed the Commission shall, without any delay, continue full operation of the railway, and the Corporation shall be prompt and diligent in doing everything in its power to remove and overcome any such cause or causes of interruption.

7. It shall be lawful for, and the Corporation hereby authorizes the Commission to unite the business of the railway with that of any other railway system operated in whole or in part by the Commission, and to exchange equipment and operators from one system to the other, proper provision being made so that each system shall pay its proportionate share of the cost of any equipment used in common.

8. If at any time any other municipal corporation applies to the Commission for an extension of the railway into its municipality the Commission shall notify the applicant and the Corporation in writing of a time and place to hear all representations

that may be made as to the terms and conditions relating to such proposed extension. If, on the recommendation of the Commission, such extension shall be authorized, without discrimination of the applicant, as to the cost incurred or to be incurred for or by reason of any extension, the Commission may extend the railway upon such terms and conditions as may appear equitable to the Commission.

No such application for an extension of the railway into any municipality shall be granted if it is estimated by the Commission that the cost of service of the railway to the Corporation will thereby be increased or the revenue and accommodation be injuriously affected without the consent of the Corporation.

9. The consent of the Corporation required under this agreement shall mean the consent of the Council of such Corporation, such consent being in the form of a municipal by-law duly passed by the Council of the Corporation.

10. The railway and all the works, property and effects held and used in connection therewith, constructed, acquired, operated and maintained by the Commission under this agreement and the said Act shall be vested in the Commission on behalf of the Corporation; but the Commission shall be entitled to a lien upon the same for all money expended by the Commission under this agreement and not repaid.

11. If at any time one or more of the municipalities through which the railway now passes or in which a part of the railway is situate applies to the Commission for admission as a party to this agreement for the acquisition and operation of the railway or for the extension thereof in or through the territory of such municipality upon such terms and conditions and subject to such contributions as if it had been a party to this agreement at the date hereof for the acquisition and operation of the said railway, the Commission shall take such steps and permit such votes to be taken as are necessary under the provisions of the said Act to authorize such municipality or municipalities to enter into an agreement under the Act to acquire such an interest.

The Corporation shall thereafter upon the request of the Commission enter into a new agreement with the Commission and the applying Municipality or Municipalities in the form, so far as applicable, of this agreement and containing paragraph 1 *m* and *o*; paragraph 2 *e* and paragraphs 5, 10, 12 and 13 of the standard form of agreement set out in *The Hydro-Electric Railway Act, 1914*, and such other provisions as may be approved by the Lieutenant Governor in Council and this agreement shall be deemed to be modified accordingly, and shall remain in full force and effect, subject only to such modifications.

12. This agreement shall continue and extend for a period of fifty years from the date thereof, and at the expiration thereof be subject to renewal, with the consent of the Corporation, from time to time for like periods of fifty years. At the expiration of this agreement the Commission shall determine and adjust the rights of the Corporation, having regard to the amounts paid or assumed by the Corporation under the terms of this agreement, and such other consideration as may appear equitable to the Commission and are approved by the Lieutenant Governor in Council.

13. This agreement shall not come into effect until it has been authorized by an Act of the Legislature of Ontario.

In witness whereof the Commission and the Corporation have respectively affixed their corporate Seals under the hands of their proper officers.

THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO,

Chairman.

(Seal)

Secretary.

THE CORPORATION OF THE CITY OF TORONTO.

Mayor.

(Seal)

City Clerk.

SCARBORO DIVISION.

The Scarboro Division, as understood in this agreement, shall include all of the right-of-way, other lands and real estate, road bed, bridges, trestles, culverts, fences, signs, track, track tools, poles and fixtures, distribution system, shops, car houses, offices, stations, miscellaneous buildings, ballast pits, park and resort property, passenger cars, freight cars, service cars, shop equipment, furniture, stores, substations, substation equipment, owned on the 1st day of December, 1920, by the Toronto and York Radial Railway Company, and operated on that date as the Scarboro Division thereof, and consisting of a single track line of electric radial railway, with sidings, spurs, and all other necessary appurtenances extending from the easterly limits of the City of Toronto on the Kingston Road to West Hill, a distance of 8.3 miles, together with certain parcels of real estate, all as set out more particularly in the following schedule:

Right-of-Way.

1.85 miles, 40 ft. wide—11.97 acres.

Other Lands.

Substation property—
Part of Lot No. 35, N. side Kingston Rd.
Scarboro Twp., 100 x 200—0.458 acres.

Car barn property—
Part of Lot No. 32, S. side Kingston Rd.
Scarboro Twp., 167 ft. x (180 ft. and 253 ft.)—0.75 acres.

Park property—
Part of Lot No. 21, S. side Kingston Rd.
Scarboro Twp., 791 ft. x 4,013 ft.—58.2 acres.

Farm near gravel pit—
Part of Lot No. 14, N. side Kingston Rd.
Scarboro Twp.—95 acres.

Roadway.

Extending from easterly limits of Toronto on the Kingston Road to West Hill, including bridges, trestles and culverts, track work, with all turnouts and sidings, poles and fixtures, distribution system, with feeders, telephone system, fences and signs.

Roadway, Machinery and Tools.

Roadway, machinery and tool equipment in possession of maintenance of way forces on way and structures.

Stations, Miscellaneous Buildings and Structures.

Stop 18—Car barns, 122 ft. x 60 ft., brick building, flat roof.
Stop 15—Shelter, 14 ft. 2 in. x 12 ft., frame lean-to building.
Hunt Club (Stop 17)—Shelter, 10 ft. x 10 ft., frame building, French roof.
Stop 20—Shelter 12 ft x 7 ft. 6 in., steel frame, galvanized iron siding.
Brimley Rd. (Stop 28)—Shelter, 7 ft. x 4 ft. 2 in., frame building.
Scarboro Heights (Stop 33)—Pavilion, 79 ft. 8 in. x 40 ft. 7 in., frame building; cook house roof, 16 ft. 2 in. x 14 ft. 2 in., frame building, Ell 12 ft. x 5 ft.
Stop 34—Shelter, 10 ft. x 10 ft., frame building.
Stop 35—Shelter, 10 ft. 4 in. x 10 ft. 3 in., frame building, French roof.
Scarboro Golf Club (Stop 38)—Shelter, 23 ft. 5 in. x 8 ft. 5 in., frame building, flat roof.
Sta. 357—Tool house, 16 ft. 4 in. x 12 ft., frame building.
Stop 44—Shelter, 10 ft. x 8 ft., frame building.

Furniture.

All furniture and fixtures contained in car barns.

Substation and Substation Railway Equipment.

Property used for railway purposes.
Scarboro Substation.
Frame buildings, 37 ft. x 20 ft. and 23 ft. x 15 ft.
Railway equipment.
1,500 k.w. induction motor generator set.
Switching equipment for above.

Materials and Supplies.

All materials and supplies stored at various points along the line.

Passenger, Service and Miscellaneous Cars.

2 single truck passenger cars.
6 double truck passenger cars.
4 miscellaneous cars.

Electric Equipment for Cars.

General Electric, 67 motors, 40 h.p.	32
General Electric, 57 motors, 50 h.p.	4
Westinghouse 101B motors, 40 h.p.	2
Total motors	38

Shop Equipment.

All small tools contained at Scarboro shops.

Materials and Supplies.

All electrical equipment, air-brake equipment, truck parts, miscellaneous car parts, and miscellaneous store-room supplies.

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SIXTEENTH ANNUAL REPORT

OF THE

ONTARIO RAILWAY

AND

MUNICIPAL BOARD

To December 31st, 1921

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

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1922

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To the Honourable Henry Cockshutt,

Lieutenant-Governor of the Province of Ontario.

May it Please Your Honour:

The undersigned has the honour to transmit herewith the Sixteenth Report of The Ontario Railway and Municipal Board, for the year ending December 31st, 1921.

Respectfully submitted,

W. E. Raney,

Attorney-General.

Parliament Buildings,
Toronto.

47 Queen's Park,

Toronto, April, 12th, 1922.

Re Sixteenth Annual Report.

Dear Sir,—I have the honour to send you herewith the Sixteenth Report of The Ontario Railway and Municipal Board, to December, 31st, 1921.

I have the honour to be,

Your obedient servant,

H. C. Small,

Secretary.

The Honourable, the Attorney-General,
Legislative Buildings, Toronto.

SIXTEENTH ANNUAL REPORT

OF THE

ONTARIO RAILWAY AND MUNICIPAL BOARD

to December 31st, 1921.

To the Honourable Henry Cockshutt,

Lieutenant-Governor of the Province of Ontario in Council.

In pursuance of section 57 of "The Ontario Railway and Municipal Board Act," the Ontario Railway and Municipal Board beg leave respectfully to submit their Sixteenth Annual Report.

Sittings of the Board.

The Board held meetings for the transaction of routine business every juridical day throughout the year. The record of the sessions of the Board and an abstract of the proceedings, together with the Judgements or Opinions of the Board, appear in the Appendix.

Applications to the Board.

There were 772 formal applications made to the Board in 1921. Of the formal applications all those in which the parties were ready to go to trial have been heard and disposed of, except in a few cases where adjournments were granted to the parties at the request of Counsel or in order to procure further evidence, or to obtain Reports from Experts in connection with technical matters in question.

Some of the formal applications are still standing for trial, but the parties are not yet ready to go to trial, as in the more important matters the parties interested are showing an increasing disposition to take advantage of the opportunities afforded them by the Board's Rules for obtaining discovery and production, thus, to some extent, delaying the final dates of the hearing of the applications, but in reality facilitating the final disposition at the hearings of the matters in question between the parties.

Law Stamps.

The amount of revenue collected by the Board in Law Stamps in the year 1918 was $3,939.40; in 1919, $4,674.00; in 1920, $6,957.50, and $8,063.50 in 1921.

Provincial Railways.

An alphabetical list (under the names of the railway companies affected) of applications to the Board during 1921, affecting Provincial Railways, is contained in the Appendix to this Report.

Extensions of, and improvements to, Provincial Railways during 1921, as reported to the Board, will be found in the Appendix, (arranged alphabetically) under the names of the several systems reporting.

A tabulation (arranged alphabetically) of Railways under the Board's jurisdiction, will be found in the Appendix. This tabulation shows, for each Railway, the lengths of first and second main track, total main track, sidings and turnouts, and total computed as single track, the length under construction, the number of Power Houses and whether steam or water, and whence power obtained.

There will be found in the Appendix an analytical tabulated summary of Accident Reports received by the Board for 1921, also a continuation (up to and inclusive of 1921) of the Board's index to Railway Legislation.

The Appendix also contains tables showing Provincial aid to Railways since Confederation.

Reports to the House.

In pursuance of Rule 61a of the House the Board has made enquiry into and reported upon 3 Financial Bills which were introduced last session into the Legislature. A list of the Bills so reported will be found in the Appendix.

Annexations of Territory.

There were 6 applications made in 1921 by cities, towns, villages and town ships, for annexation of additional territory thereto. An alphabetical list of annexation applications is contained in the Appendix.

Validation of Municipal Debentures.

(Section 295 of "The Municipal Act.")

There were 120 applications to the Board under the above legislation in 1921, involving debentures of a total value of $5,297,925.75. Acting under the powers conferred by the above legislation the Board was able to grant relief in nearly all of the cases, included in which were more than 60 By-laws affected by irregularities which would otherwise have probably required special Acts of the Legislature to make the debentures valid and saleable.

Municipalities are showing an increasing disposition to have their by-laws and debentures validated under said section 295, even in cases where no irregularities occur requiring the curative powers of the Board thereunder, as they have found that such validation facilitates the marketing of their debentures.

The amount of debentures validated by the Board during 1908 was over $840,000; during 1909, over $1,326,000; in 1910, over $718,000; in 1911, over $1,350,000; in 1912, over $1,330,000; in 1913, over $2,990,000; in 1914, over $3,071,000; in 1915, $4,172,912.01; in 1916, $2,289,744.20, $1,538,689.99 in 1917; $5,273,742.43 in 1918, $2,209,589.99 in 1919 and $4,359,538.05 in 1920, a total to the end of 1921 of over $36,000,000. An alphabetical list of these

applications filed in 1921 is given in the Appendix and will be found indexed under the word "Validation."

Assessment Appeals.

There were 21 assessment appeals to the Board during the year 1921. The assessed value of the property affected by these appeals was $3,295,790.60. An alphabetical list of these assessment appeals is contained in the Appendix.

Railway Returns.

Annual Reports to June 30th, 1921, by Railway Companies under the Board's Jurisdiction, and a summarized tabulation thereof showing the details of their capital assets, liabilities, operations, etc., will be found in the Appendix, alphabetically arranged. The reports were copied and tabulated as received and the Board has no means of auditing same and does not therefore represent or guarantee that such reports are correct or accurate.

Accidents.

A tabulated summary of accident reports received by the Board from Provincial Railways during the year 1921 appears in the Appendix and shows that 10 persons were killed and 270 injured during the year.

1908, 26 persons were killed and 391 injured; in 1909 16 were killed and 340 injured; in 1910, 34 killed and 399 injured; in 1911, 33 were killed and 541 injured; in 1912, 25 were killed and 537 injured; in 1913, 13 were killed and 710 injured; in 1914, 12 were killed and 613 injured; in 1915, 30 were killed and 612 injured (this included 15 killed and 144 injured in accident at Queenston, July 7th, 1915); 13 were killed and 356 injured in 1916; 27 fatal and 377 other personal accidents occurred in 1917; 22 persons were killed and 426 injured during 1918; in 1919, 24 persons were killed and 507 injured and 16 were killed and 473 injured during 1920.

Ontario Safety League.

Early in 1913 the members of the Board called together representatives of various organizations which were specially interested in the question of street traffic. Representatives were sent from the Board of Trade, Canadian Manufacturers' Association, City Council, Ontario Motor League, Board of Education, Separate School Board, Toronto Railway Company, Toronto District Labour Council, Boy Scouts, Team Owners' Association and many others. Every delegate realized that the question was one that dealt with actual dangers to which the public was constantly exposed, and each agreed that some definite and concerted action must be taken. After numerous conferences the Ontario Safety League was organized on the 17th September, 1913. The League has since done much good and vitally useful work towards lessening the dangers of travel, especially on congested highways.

A summary of the League's 1921 campaign appears in the Appendix.

The League is now taking steps to become national in its organization and operations.

Plans.

(Plans of Land Subdivisions.)

Under "The Planning and Development Act" (Chapter 38, 1918) the Board considered during the year 77 applications for approval of plans. An alphabetical list of owners of the lands subdivided by these plans will be found in the Appendix.

154 such applications were considered in 1912; 213 in 1913; 137 in 1914; 38 in 1915; 18 in 1916; 41 in 1917; 37 in 1918; 49 in 1919, and 109 in 1920.

An Act to amend "The Land Titles Act," being Chapter 31, Ontario Statutes, 1917, requires plans of lands in territories without municipal organization to be approved by the Board. Under this legislation, which became effective on the 12th April, 1917, the Board, during the balance of that year, received 4 applications, 5 in 1918, 2 in 1919, 2 in 1920 and 12 in 1921. An alphabetical list of the owners of the land affected by the applications filed in 1920 will be found in the Appendix.

Forms.

The Board has (for distribution to parties interested) the following forms and specifications, namely:—

(1) The Board's Rules of Practice, Specifications and Practice Forms.

(2) Standard Specifications for Bridges, Viaducts, Trestles or other Structures.

(3) Pamphlets containing copy of "The Ontario Telephone Act, 1918" and with information regarding Provincial Telephone Systems.

(4) Forms under "The Local Improvement Act."

(5) Specifications for Local Municipal Telephone Systems.

(6) Forms under "The Planning and Development Act."

(7) Forms for submission of a by-law or question to a poll under "The Municipal Act."

(8) Forms of affidavits in support of applications under section 295 of "The Municipal Act."

(9) Form for Return by Municipality operating Telephone System.

(10 Form for Return by Company, etc., operating Telephone System.

(11) Form for Tariff of Tolls for Telephone System.

(12) Forms for Annual Reports by Railway Systems.

(13) Forms for Reports as to Examination of Motormen.

(14) Forms for Reports of Accidents by Railway Systems.

(15) Regulation as to height of car steps.

(16) Directions for guidance of applicants under subsection (3) of section 400 of "The Municipal Act."

(17) Directions for guidance of applicants under "The Planning and Development Act."

Extensions of Municipal Utilities Approved Under Subsection (3) of Section 400 of "The Municipal Act."

An alphabetical tabulation (under names of municipalities) of extensions to public utilities made by municipalities, and approved by the Board under the above subsection (3) will be found in the Appendix, and is indexed under word "Approval."

The total of the debenture by-laws approved in 1918 to pay for these extensions was $1,193,503.00; in 1919, $1,930,158.00, $1,733,109.00, in 1920 and $2,921,292.51 in 1921. This, of course, does not cover extensions made under by-laws approved by the ratepayers, but only under by-laws approved by the Board under the above subsection (3).

Miscellaneous Matters Under the Board's Jurisdiction.

A classified analysis of miscellaneous matters dealt with under the jurisdiction of the Board (arranged alphabetically under the names of the municipalities, companies, or persons affected) will be found in the Appendix. Those include Annexations under "The Municipal Act;" Arbitrations; Assessment Appeals under Section 80 of "The Assessment Act;" Financial and other Bills reported to the House, under Rule 61a; Bridges (By-laws approved under Sec. 289 (2) (e) of "The Municipal Act.;" Extension Debenture Issue Period under Sec. 288 (9) of "The Municipal Act."); Extension of Time to Pass By-Laws, under ss 5 of sec. 280 of "The Municipal Act" as enacted by sec. 7, chap. 33 O.S. 1914; Highways,—(narrow) under Section 479 of "The Municipal Act" as re-enacted by Section 20 of "The Municipal Amendment Act 1914;" Highways—(Provincial) Apportionment of Cost, under Sec. 12 (8) Chap. 16—1917 (Ont.); Interest Increase By-Laws, approval under sec. 291 of "The Municipal Act;" Legislation (Special), Approval of By-laws under; Local Improvements—Part only of work, Approval of By-laws—sec. 18a of "The Local Improvement Act;" Local Improvements—Petitions against Sec. 9—Local Improvement Act.

Improvements—Objections against—under sec. 7 of "The Local Improvement Act;" Natural Gas; Parks—Setting aside part of for Athletic Purposes—Sec. 13 of "The Public Parks Act" (Chap. 203, O.S., 1914); Restricted Areas, Approval By-laws establishing—under sec. 399a of "The Municipal Act" (Sec. 10, Chap. 63, O.S., 1921); (Police) Villages, Formation of, under sec. 502 (3) and 504a of "The Municipal Act;" Villages erected into Towns, (Sec. 20 of "The Municipal Act"); Wards, Division of City &c. into, under section 44 (1915) of "The Municipal Act;" Waterworks; Weigh Scales & Weighing Coal, etc. (By-laws under sec. 8 of "The Municipal Amendment Act, 1918).

Under special legislation of the Provincial Legislature many matters are now, at every session, referred to the Board for supervision or adjudication.

Public Utilities.

We have the honour to submit Reports for the year ending Dec. 31st, 1921, upon radial electric and electric street railways operating in the Province of Ontario under the jurisdiction of the Board.

We also submit 6 Tabulated analytical statements prepared from the Annual Reports received from Provincial Railways, and shewing the financial position and the operating details of such Railways for the year 1921.

H. C. Small,

April 12th, 1922. *Secretary.*

TELEPHONE SYSTEMS.

The following applications under the Provisions of "The Ontario Telephone Act, 1918" were dealt with by the Board in 1921:—

Under Section 7:

For authority to remove signatures from petitions to Municipal councils praying for the establishment of a telephone system. 265

Under Section 12:

For authority to extend telephone systems into unorganized territory. 2

Under Section 13:

For the approval of municipal by-laws providing for the establishment of telephone systems. 10

Under Section 18:

For the approval of municipal debenture by-laws to meet the cost of establishing or extending telephone systems. 12

Under Section 19:

For an extension of the period within which municipal debenture by-laws respecting telephone systems may be passed. 1

Under Section 20:

For an extension of the period in which to repay the debenture debt to meet the cost of establishing or extending telephone systems. 3

Under Section 21:

For authority to pass municipal debenture by-laws to meet the cost of reconstructing, replacing or altering telephone systems. 3

Under Section 24:

For the approval of the purchase of an existing telephone system by a municipality. 3

Under Section 25:

For an order fixing the price to be offered by a municipality for the purchase of an existing system. 2

Under Section 36:

For authority to transfer the control of a telephone system from a municipal council to Commissioners. 1

Under Section 60:

To fix the amount of remuneration to be paid to municipal officials for service in respect of telephone systems. 1

Under Section 67:

For the approval of municipal by-laws granting the right to erect poles and wires upon the highways. 45

Under Section 71:

For the right to erect poles and wires upon the highways in unorganized territory. 3

Under Section 74a:

For the approval of the by-laws of a telephone company. 2

Under Section 78:

For consent to the erection of poles and wires parallel with existing lines. 2

Under Section 79:

For an order preventing the duplication of pole leads upon the same highway. 1

Under Section 80:

For an order fixing the terms and conditions for the furnishing of telephone service to an applicant for same. 3

Under Section 82:

For the approval of agreements providing for interchange of service. 113

Under Section 83:

For an order fixing the terms and conditions for interchange of service. 5

Under Section 87:

For the approval of the sale of telephone systems. 9

Under Section 88:

For authority to increase the charges for telephone service. 60

Under Section 94:

For authority to issue capital stock or bonds. 3

Under Section 93:

For authority to expend a portion of the moneys set aside for depreciation upon new construction or extensions. 4

Under Section 95:

For the approval of regulations to prevent interference with telephone conversations or messages. 3

Total number of applications 556

The Board or its Expert during the year visited one hundred and thirteen different points in the Province in connection with the foregoing applications.

The continued policy of the Board in endeavouring to secure an amicable settlement of matters in dispute between the applicant and respondent has with the assistance of the Board's Expert proved successful in the majority of such cases.

In addition to the applications and complaints referred to, a vast amount of correspondence relating to telephone matters has been dealt with by the Board's Expert through the medium of which much information and assistance has been given to Municipalities, companies, and other persons interested, and many difficulties that might otherwise have necessitated a formal application and public hearing have been satisfactorily adjusted.

An Inspector of Telephone Service has recently been attached to the telephone branch of the Board who will devote special attention to the quality and extent of service furnished to the public by systems within the Board's jurisdiction. His principal duties will be to investigate complaints in regard to telephone service

and to act in an advisory and supervisory capacity in such matters, reporting to the Board whenever it appears desirable that action be taken to secure the carrying out of improvements and alterations which may be necessary to secure a more efficient service to the public. It is anticipated that the services of this official will be of material assistance to the Board in its effort to improve the telephone service throughout the Province.

The necessity for Dominion legislation providing for a Joint Board to deal with interchange of service between telephone systems under the jurisdiction of the Board of Railway Commissioners for Canada and telephone systems under the jurisdiction of this Board as is now provided in the case of railways by 1-2 Geo. V., c. 22, s. 5, Statutes of Canada, and also giving the first-named Board authority to order companies under its control to furnish local interchange of service with local and rural telephone systems, continues to be very pressing.

The number of telephone systems of which the Board has record is now six hundred and eighty operating approximately 115,000 telephones, and representing an investment of about $10,000,000.

There are now ninety-five telephone systems in the Province being operated or under construction by municipalities under the provisions of Part II of "The Ontario Telephone Act, 1918." These systems are furnishing service in 215 towns, villages and townships. There are five systems operating under the Provisions of Part I of the Act, viz., Fort William, Port Arthur, Kenora, Rainy River and the township of Hilliard.

Detailed statistics and other information relative to the telephone systems within the jurisdiction of the Board will be found in the booklet, "Telephone Systems, 1922," published concurrently with this Report.

F. DAGGER,
Electrical and Telephone Expert.

APPENDIX TO SIXTEENTH ANNUAL REPORT OF THE ONTARIO RAILWAY AND MUNICIPAL BOARD 1921.

PROCEDURE FILE 4743.

Application by the Township of Malahide, under section 460, ss. (9) of "The Municipal Act," to be relieved from the obligation to rebuild a bridge across a certain ravine on original road allowance between First and Second Concessions of the said township, known as the "Stalter Gully."

Jan. 14th. Order (dated Nov. 15th, 1921) extending operation of original Order to 1st Mar. 1921.

Mar. 8th. Further Hearing, pursuant to Appointment, 2 P.M.—2.30 to 2.45 P.M., at Board's Chambers. Protection to Township extended to 1st July, 1921.

June 21st. Order extending operation of Original Order to July 1st, 1921, (as above provided) issued.

June 30th. Hearing, 2.45 to 4 p.m. Protection of Township (applicant) to be extended to 15th March, 1922. (Question of Mr. Sinclair's client's costs to be considered when matter being finally closed by Board's final Order herein).

ORDER. NOVEMBER 15TH, 1920.

UPON THE APPLICATION of the Corporation of the Township of Malahide, and upon reading the Order made by this Board herein, and bearing date the 27th day of May, A.D., 1918, and upon reading the Order of the Board dated the 21st day of May, A.D., 1919, and upon reading the Order of this Board dated the 29th day of July, A.D., 1919, and upon reading the Order of this Board dated the 15th day of September, A.D., 1919, and upon reading the Order of this Board dated the 7th day of June, A.D., 1920, and upon reading the Order of this Board dated the 15th day of September, A.D., 1920, by which last mentioned Order the operation of the Original Order herein, was extended to this date, and upon hearing, V. A. Sinclair, Esq., Solicitor for certain rate-payers, Colin St. Clair Leitch, Esq., Solicitor for the County of Elgin, and W. Harold Barnum, Esq., Solicitor for the Township of Malahide, and it appearing by the original opinion of the Board, herein dated the 27th day of May, A.D., 1918, that upon certain conditions therein recited the Department of Public Highways of the Province would approve the assumption of the bridge as part of the system of County Highways under "The Highway Improvement Act," and upon this being done and a bridge built that the Province would assume forty per cent. of its cost of construction and maintenance, and it further appearing that the County Council of the County of Elgin had passed a resolution to pay thirty per cent. of the cost of erecting and maintaining such bridge, the Township of Malahide to pay the remaining thirty per cent., and it further appearing that the Township of Malahide has been at all times, and it now willing to carry out such arrangement, and it further appearing to this Board that the said Division of Costs of Construction and Maintenance is a fair and equitable one, and that the County of Elgin should carry out such arrangement which they later repudiated.

AND WHEREAS this Board is of the opinion that such Highway is of more than local importance, and should be kept open as a direct Highway along

the Lake Shore without an unnecessary and expensive detour of nearly three miles as at present designated by the County road system of the County of Elgin, and that this matter should be brought to the attention of the County Council of the County of Elgin at their January meeting in 1921, and that a further attempt be made to induce said Council to consent to implement their former agreement to pay thirty per cent. of the costs of the construction and maintenance of the bridge in question, and that failing such action on their part, legislative action should be sought to accomplish a fair settlement of this matter between the parties interested, namely, the Department of Public Works, the Township of Malahide, and the County of Elgin.

AND WHEREAS, it appears to this Board that this Order according protection should be continued to permit settlement being accomplished either by agreement or legislation, until the first of March, 1921.

NOW THEREFORE THIS BOARD ORDERS that the Corporation of the Township of Malahide be and the same is hereby relieved from its obligation to replace the bridge across the said ravine (known as "Stalter Gully") on the original allowance for road between the First and Second Concessions of the said Township at or about the line between Lots 27 and 28, until the first day of March, A.D., 1921, or such further period as the Board may from time to time designate.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

UPON THE APPLICATION of the Corporation of the Township of Malahide, and upon reading the Order made by this Board herein, and bearing date the 27th day of May, A.D., 1918, and upon reading the Order of the Board dated the 21st day of May, A.D., 1919, and upon reading the Order of this Board dated the 29th day of July, A.D., 1919, and upon reading the Order of this Board dated the 15th day of September, A.D., 1919, and upon reading the Order of this Board dated the 7th day of June, A.D., 1920, and upon reading the Order of this Board dated the 15th day of September, A.D., 1920, and upon reading the Order of this Board dated the 15th day of November, A.D., 1920, by which last mentioned Order the operation of the original Order herein was extended to the first day of March, A.D., 1921, and the chairman sitting alone at the request of the Board, having heard V. A. Sinclair, Esq., Solicitor for certain rate-payers, and W. Harold Barnum, Esq., Solicitor for the Township of Malahide, and it appearing that notice of this application has been duly served upon Colin St. Clair Leitch, Esq., Solicitor for the County of Elgin, and upon hearing W. A. McLean, Esq., representing the Department of Public Works and Highways, and it being desirable that the Corporation of the County of Elgin assume the construction of a bridge in this matter referred to, and it appearing likely and possible that the said County of Elgin will, at the June meeting of the Council thereof, assume the same.

AND THE CHAIRMAN having reported to the Board, and the Board having adopted the Report of the Chairman;

NOW THEREFORE THIS BOARD ORDERS that the Corporation of the Township of Malahide be and the same is hereby relieved from its obligation to replace the bridge across the said Ravine (known as "Stalter Gully") on the original allowance for road between the First and Second Concessions of the

said Township at or about the line between Lots 27 and 28, until the first day of July, A.D., 1921, or such further period as the Board may from time to time designate.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 5053.

Application by the Village of Acton, under section 17 of "The Municipal Act," for annexation thereto of parts of the Township of Esquesing.

February 26th. Order issued.

Order. December 30th, 1920.

UPON THE APPLICATION of the said Corporation of the Village of Acton, and upon hearing counsel for the Township of Esquesing, and said village respectively, and upon hearing the evidence adduced and upon reading all material filed herein:

1. THE BOARD ORDERS AND PROCLAIMS under and in pursuance of the provisions of Section 17 of The Municipal Act, that the said land as described in Schedule "A" hereto be annexed to the Corporation of the Village of Acton.

2. This Order shall become effective as from the 31st day of December, A.D., 1920, and all Municipal taxes and rates upon lands included in said territory for the year 1921 and thereafter shall accrue to and be collected by the Corporation of the Village of Acton.

3. The Corporation of the Township of Esquesing shall forthwith prepare and furnish to the Corporation of the Village of Acton a special roll showing all arrears of taxes or special rates assessed against the lands above mentioned up to the thirty-first day of December, 1920, and the persons assessed therefor.

4. The Corporation of the Village of Acton shall have the right to collect all said arrears of taxes according to said special roll including the right to distrain for non-payment of said arrears, or if necessary, the right to sell the said lands, if any, for non-payment of such arrears, as fully as if the said taxes had been assessed and levied by such Corporation, but the proceeds of the collection of such arrears or any part of same, after deducting therefrom the proper costs and expenses in connection with the collection of the same shall be prepaid by the Corporation of the Village of Acton to the said Corporation of the Township of Esquesing within six months from the date of collection, provided that the said Corporation of the Village of Acton shall proceed to collect the said arrears of taxes shown on said special roll, in the same way as if it had assessed and levied the same, but shall not be responsible to the Corporation of the Township of Esquesing for any such arrears of taxes which it may be unable to collect.

5. The Corporation of the Township of Esquesing shall indemnify and save harmless the Corporation of the Village of Acton from all loss, costs, charges and expenses arising from any act or omission of the Township of Esquesing or their officials or servants in connection with the said special roll.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

SCHEDULE "A"

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the Township of Esquesing, in the County of Halton, and Province of Ontario, and being composed of part of the Easterly half of Lot twenty-eight, in the Second Concession of the said Township, and which said parcel or tract of land and premises may be particularly described as follows:

COMMENCING at a point in the Northerly limit of the East half of Lot 27, distant, South 37 degrees and 46 minutes West, Eleven Hundred (1,100) feet from the point where said limit intersects the Westerly limit of the Road allowance between the Second and Third Concessions:

THENCE South 37 degrees and 46 minutes West, along said Northerly limit of East half of Lot Twenty-seven, Six Hundred and Fifty-seven and Six-tenths (657.6) feet;

THENCE North 45 degrees and 15 minutes West, parallel with said Road Allowance between the Second and Third Concessions, Eighteen Hundred and Eighty-five and Seven-tenths (1,885.7) feet, to the Southerly shore of a small lake, known as Fairy Lake;

THENCE North-easterly, along the said shore of the said lake to a point where said shore is intersected by the present Corporation limit:

THENCE South 45 degrees and 15 minutes East, along said Corporation limit, parallel with said Road Allowance, between the Second and Third Concessions, Two Thousand and Nineteen and Four-tenths (2,019.4) feet, to the place of beginning, containing an area, exclusive of the area under the water of the Mill Pond included herein, of Twenty-five and Seven-tenths (25.7) acres, more or less.

PROCEDURE FILE 5121.

In the Matter of the Application of McKittrick Properties, Limited, for an Order amending the Order for annexation to the City of Hamilton, of part of Lots Nos. 19, 20 and 21, (Concession 1 and 2; and part of Lot No. 21, Concession 3, Township Barton, and part Lot No. 57, Concession 1, Township Ancaster, and commonly known as the Gore of Ancaster, said Order dated January 26th, 1914.)

March 10th. Application for amendment of Order of January 26th, 1914.

March 18th. Amended Application filed.

April 5th. Hearing, pursuant to Appointment, 11 a.m., 11.20 to 11.50 a.m., Council Chamber, Hamilton. Application granted. Solicitor for applicant to draft Order and have same approved by all Counsel; otherwise Order will be settled in accordance with Board's practice.

April 19th. Order, following approved draft filed, issued.

September 19th. Application for amendment of Order of (Par. 3 (c)) April 5th, 1921, filed.

October 11th. Order, amending par. 3 (c) of Order of April 5th, 1921, issued.

ORDER. APRIL 5TH, 1921.

UPON THE APPLICATION of McKittrick Properties, Limited, and others and upon reading the Resolution of the Council of the Corporation of the City of Hamilton, passed at the meeting of the said Council held on Tuesday, 22nd

February, 1921, and the consent of Luisa Hancock, George E. Mills, Thomas W. Hand and McKittrick Properties, Limited, filed herein, and it appearing that notice of the said application had been served on the owners of lands in the district affected, who had not consented thereto, and upon hearing Counsel for McKittrick Properties, Limited, the Corporation of the City of Hamilton, Robert Symons, Annie Symons, Sophia Symons, Eliza Symons and Charles Cochrane, no one appearing for any other parties, and upon reading sub-section 4 of section 1 of Chapter 63 Statutes of Ontario, 8 George V, 1918.

THIS BOARD DOTH ORDER AND PROCLAIM that the said Order of 26th January, 1914, be amended in the manner following, that is to say:—

1. By striking out paragraphs 3, 4 and 7 thereof.

2. By substituting for paragraph 3 the following: "3 (*a*) In the said district so added to the City the opening, widening, extending, grading, altering the grade of, diverting, macadamizing, paving and improving of streets and alleys, the construction, enlarging and extending of sewers, the construction of curbing and sidewalks upon or along any street or alley, shall be constructed as local improvements pursuant to the terms of The Local Improvement Act, and the entire cost of all such works undertaken shall be borne by the property owners and specially assessed upon their lots pursuant to the terms of The Local Improvement Act, with the exception of the reductions and the Corporation's portion of the cost, which the said Act provides shall be paid by the Corporation.

3 (*b*). In the district so added, the cost of the reductions and the Corporation's portion of the cost which the said Act provides shall be paid by the Corporation mentioned in the preceding sub-section, and also the cost of gully drains shall be borne at large by the said annexed district, and the City shall annually or otherwise levy and raise by a special rate based on the assessed value of the lands in the said district, exclusive of the buildings thereon, over and above all other rates and taxes, an amount sufficient to pay the cost of such reductions, and the Corporation's portion of the cost, and the cost of gully drains herein mentioned.

3 (*c*). The sewers laid on Glen Road and Longwood Road in Woodlawn Survey, being registered Plan 634 in the Registry Office for the County of Wentworth, at a cost of $5,012.72 Longwood Road, and $2,736.92 Glen Road, and the sidewalks laid on the north side of Glen Road and the west side of Longwood Road, in the said Survey, at a cost of $2,071.30, shall be assessed as local improvements as herein provided, and the Council of the Corporation of the City of Hamilton is hereby authorized and empowered to pass by-laws for raising the amounts necessary to pay the cost of the said sewers and sidewalks, and may issue debentures of the City Corporation for such required amounts payable within the time and in the manner provided for the payment of debentures for such improvements.

3. By substituting for paragraph 4 the following: The ratepayers in the district annexed shall be entitled to water from the Hamilton Waterworks upon the same terms and conditions as the ratepayers of Hamilton, and the said terms and conditions shall apply to the water mains laid on Glen and Longwood Roads in the said Woodlawn sub-division. In support of the said Application there is filed herewith a Resolution of the Council of the Corporation of the City of Hamilton, and the consent of Luisa Hancock, George E. Mills, Thomas

W. Hand and McKittrick Properties, Limited, owners of approximately 698.81 acres out of a total area of 737.87 acres, more or less.

4. And the Board makes no order as to costs, except that McKittrick Properties, Limited, shall pay the sum of Ten Dollars for Law Stamp on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Order. October 11th, 1921.

Upon reading the Application herein filed, the Resolutions of the Council of the Corporation of the City of Hamilton, passed at a meeting of the said Council held the 15th day of September, 1921, and the consent of McKittrick Properties, Limited, all filed herein, and upon reading sub-section 4 of section 1 of Chapter 63, Statutes of Ontario, 8 George V, 1918.

THIS BOARD DOTH ORDER that Paragraph 3 of the said Order of the 5th of April, A.D., 1921, be amended to read as follows, namely:—

"3 (*c*). The sewers laid in Glen and Longwood Roads in Woodlawn Sur-"vey, being registered Plan 634, in the Registry Office for the County of Went-"worth, at a cost of $5,488.48 in Longwood Road, and $2,996.65 in Glen Road, "and the sidewalks laid on the north side of Glen Road at a cost of $1,040.50, "and the west side of Longwood Road in the said survey, at a cost of $1,143.06, "shall be assessed as local improvements as herein provided, and the Council of "the Corporation of the City of Hamilton is hereby authorized and empowered "to pass by-laws for raising the above amounts necessary to pay the cost of the "said sewers and sidewalks and may issue debentures of the City Corporation "for such required amounts together with the interest thereon from the first "day of November, 1921, payable within the time and in the manner provided "for the payment of debentures for such improvements."

AND THE BOARD makes no Order as to costs, except that the Corporation of the City of Hamilton shall pay the sum of Ten Dollars for Law Stamp on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 5231.

Application by the City of Peterborough, under section 117 of "The Ontario Railway Act," for approval of plans, etc., of proposed Hunter Street bridge, over the Otonabee River.

January 10th. Engineer's Report filed.

January 21st. Engineer's Report filed.

January 21st. Order, authorizing temporary opening of bridge for traffic, subject to terms of Engineer's Report of 19th inst., issued.

Order. January 21st, 1921.

UPON THE APPLICATION of the said Corporation for the temporary opening for the carriage of traffic of the Hunter Street bridge, and upon reading the Report, dated the 19th day of January, 1921, of the Board's Engineer, Mr. H. W. Middlemist, upon an inspection of the said bridge filed,

THE BOARD ORDERS that the Hunter Street bridge, over the Otonabee River, in the City of Peterborough, shall be temporarily opened for traffic as soon as the Engineer, Mr. Barber, shall certify to the Board that the bridge is safe to be opened after the filler has been put in, the rest of the electric light poles put up and everything necessary for transferring the arc lamps on the same day is ready, all as set forth in the said Report, dated the 19th day of January, 1921, of the Board's Engineer.

AND THE BOARD reserves further directions and the question of costs.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

January 8th, 1921.

Sir:

I went yesterday morning to Peterborough, accompanied by Mr. Ingram of your Board, and Mr. Barber, the Engineer for the Hunter Street Bridge, and made an examination of that structure with regard to allowing it to be used for public traffic.

The bridge is now complete from one end to the other, but the concrete fence is only partly finished on the north side of the bridge, beginning from the east end, and there is none on the south side. The permanent side-walks are also not finished. The roadway is practically filled in and only requires a few more loads of gravel to level it off, which is being done.

The authorities are anxious to use the roadway because they are afraid of the temporary wooden bridge being carried away by ice or floods in the early spring, and I think they are justified in this fear. I do not think, however, it would be safe to permit traffic over the bridge without some kind of temporary fence to prevent people falling over the side, so it was arranged that this should be done at once, using the old material from the wood forms which are now being removed. When both sides are completed and the ends blocked up your Board are to be notified, and then some member of it and myself are to go there and make a further inspection, after which, if the temporary fence is satisfactory, an interim order is to be issued permitting the use of the bridge. The work on the permanent fence and sidewalks cannot be carried on now till the spring on account of the danger of freezing. Temporary electric lights are also to be installed on the bridge.

Yours truly,
(Sgd.) H. W. Middlemist,

January 19th, 1921

Sir:

I went to Peterborough yesterday and inspected the temporary wooden fence on the Hunter Street Bridge, which has been erected by the contractor for the winter, and until such time as he can complete the concrete parapet in the spring. This fence is entirely satisfactory. All the poles have been put up for the temporary lighting of the bridge, except one or two, and Mr. Hamilton, the Chairman of the Bridge Committee, tells me that the arc lights now on the temporary bridge will be taken down the day he receives the order to open the new bridge and placed there during that day. However, the contractor desires to put in the upper concrete filler at the crown hinge now before the

roadway is opened, so as not to block it later. It has been arranged with him to do this as quickly as possible, and that the order shall read that the bridge shall be opened as soon as the engineer, Mr. Barber, shall deem it expedient to do so after the filler has been put in, the rest of the electric light poles put up, and everything necessary for transferring the arc lamps on the same day is ready.

I think this is a satisfactory arrangement for all parties, and an interim order so worded would save any further inspection till the final completion of the bridge.

Yours truly,
(Sgd.) H. W. Middlemist,

Procedure File 5424.

Between:

The Corporation of the Township of Otonabee,
The Corporation of the Township of North Monaghan,
The Corporation of the Township of South Monaghan,
(and the local Board of Health of each),

Applicants,

—and—

The Corporation of the City of Peterborough,

Respondent.

Application under section 10 (14) and (15) of Chap. 41, 8 Geo. V, (1918), for determination of claim for injury or damage caused by disposition of Peterboro sewage.

July 25th. Hearing continued, 11 to 11.30 a.m. Applicant's Solicitor to apply to Provincial Board of Health to fix time for commencement and completion of the works. (Further directions and costs reserved).

Procedure File 5648.

Between:

Harvey E. Royds, Assessment Commissioner for the City of Port Arthur,

Appellant,

—and—

C. T. Dreifus,

Respondent.

—Assessment Appeal—

IN THE MATTER of the Reference back by the Supreme Court of Canada to The Ontario Railway and Municipal Board, in connection with an Appeal from the assessment for the year 1920, in which the Supreme Court of Canada referred the matter back to the Board to take further evidence.

February 23rd. Re-Hearing, pursuant to Appointment, 10.30 a.m. to 6.30 p.m., Council Chamber, Port Arthur, Judgment reserved. (See P.F. 6427).

April 7th. Judgment delivered.

May 3rd. Draft Order filed.

May 6th. Order (dated April 7th) issued.

December 13th. Appeal Book on appeal to Supreme Court of Canada, certified.

OPINION OF THE BOARD

This appeal is concerned with the assessment for the year 1920 of two parcels of land in the City of Port Arthur, one containing 107 acres and the other 93 acres, and designated 4A and 4B on the Plan filed as Exhibit No. 1. The appeal was heard last year and an Order of the Board issued dated 9th April, 1920, allowing the appeal from the District Judge and restoring the assessment as fixed by the Court of Revision. Upon appeal from the Board's Order to the Supreme Court of Canada, the matter was referred back to the Board to take further evidence of the actual value of the lands in question; the learned Chief Justice declaring:

"Under all the circumstances, I would agree to the reference back to the Board with instructions to take further evidence of the actual value of the lands in question, due regard being had to the assessment values, unappealed from, of the lands of a similar kind in the immediate vicinity of those in question, in order to arrive at the actual value of these in question."

"It must not be assumed however, by this reference back to the Board to fix the assessment upon the "actual value" of the land that the Statutory direction in arriving at the actual value to consider the assessed values of similar lands in the immediate vicinity of these under consideration is to be ignored. On the contrary, these values must have due consideration and weight, but they were evidently not intended by the Legislature to be the sole or even the controlling factor in determining the actual value of the lands being assessed, but simply as one item of evidence in reaching that actual value which had to be considered."

The Board accordingly on notice to all parties in interest sat at Port Arthur on 23rd February, 1921, and heard evidence. At this sitting ample evidence was tendered to warrant the Board in concluding that the assessed value as fixed by the Court of Revision was not in excess of the "actual" value; as a reference to the notes of evidence will show.

William F. Trenks testified (p.p. 19 and 20) that he had property about three-quarters of a mile further from the City Centre than the Dreifus property, but outside the city limits and had sold it last fall in acre lots at from $300 to $400 per acre. These lands were in general character similar to the Dreifus land. He had dealt a good deal in real estate—buying and selling—mostly in small lots on sub-divisions. He sold one small lot in Meikle Park in 1920 at the rate of $3,600 an acre—it is across the road from Lot 4B. Questioned by the Chairman, he said (p. 25):

Q. Now as $300 is the rate per acre at which this land is assessed, is that less or equal to or more than its actual value?

A. I think the actual value is more than the assessment.

Q. You pledge your oath to that?

A. Yes, I think this land is worth more than its assessed value. If it was my property I would not think of selling for less than $400 an acre and I think I could get it.

Q. As it stands now?

A. No, I would make some improvements on it—sub-divide it.

Q. And that would cost you $100 an acre?

A. Yes.

Q. And if you sold it for $400 and the improvements cost you $100 you would be selling at the assessed value?

A. Yes.

Frank Duncan Roberts, (p.p. 35-36) testified that he is an insurance agent and owned property on the Dawson Road—some four and one-half acres—further from the City Centre than the Dreifus property. In building lots he had sold parts of his property at the rate of $900 per acre. The sales took place in 1918 and 1919, and were of property similar in character to that in Block 4B, being slightly elevated. Sold a lot in Carrick Addition in 1920 at $175, which was at the rate of $1,400 an acre; a little nearer the town than the Dreifus property. Under examination, Mr. Roberts testified as follows, (p. 37):

Q. What do you say, Mr. Roberts, is the value of the Dreifus property 4A and 4B?

A. It is difficult to place an exact value on it because it depends on what you want to give. I would figure on $300 to $400 in its present state owing to its favorable location.

Q. What are the essestials of that favorable location?

A. It is quite close to the car terminus, supplied with electric lights right through the property, and far more accessible than other property in the City limits.

Lionel C. S. Hallam, a representative of the Alberta Land Company, testified (p.p. 42 and 43) that the Alberta Land Company and private clients of the Company own 210 acres of land about 100 yards further out than the Dreifus property; they paid $52,000 for it in 1912; it has been sub-divided into acre lots at a cost of $380. No work done on the ground only a paper sub-division; have sold some lots nearest John Street, and the Dreifus property at the rate of $375 per acre; conditions are getting better every year since the war was over. Under examination, Mr. Hallam testified, (p. 44):

Q. What do you say is the actual value of the Dreifus property there—4A and 4B?

A. Well, I would think that that property is worth about $375 an acre. It is worth at least what we sold our property for.

Q. What makes you fix the value at $375?

A. Well, I would say it is worth at least that. I would say $375 to $425 allowing a $50 margin for better lots, it is worth at the very least $375 an acre.
The Chairman:

Q. In its present condition?

A. In its present condition.
The Vice-Chairman:

Q. If you got $375 an acre for yours in boom days, how do you arrive at that price now?

A. This is inside the City limits and it is much closer in. It is bordered on three sides by main macadamized roads. I am allowing for the discount of the boom in my price of $375.

Mr. Hallam testified that in 1917 he sold thirteen and one-half acres situated three-quarters of a mile further out than the Dreifus property for $3,000. This land was farming land and for that purpose superior to much of the Dreifus property.

Mr. James A. Raspey testified (p.p. 47 and 48) that in 1907 he bought 44 acres of land, now designated Meikle Park, for $25,000, that is about $600 an acre. It adjoins the Dreifus property and is nearer the City, and as to surface

conditions and formation of the soil is about the same as the Dreifus property. Under examination, Mr. Raspey testified (p. 49):

Q. You know lots 4A and 4B owned by Dreifus?

A. Yes.

Q. Mr. Raspey, what do you say is the actual value?

A. To-day?

Q. To-day.

A. Might I ask a question? Did Mr. Dreifus ever put a price on it?

Q. Not to my knowledge.

A. I should think a fair value would be $350 to $400.

Q. Per acre?

A. Per acre.

For the Respondent Mr. Wm. John Schwigler testified that he would not give $100 per acre for the lands in question, although he states (p. 69) that there was a time when he would say that they were worth $1,000 an acre—"when the excitement was on—but the excitement is over and people are afraid of being stung." Mr. Schwigler testified that he owned 150 acres of land, part of 6B, a tract of land outside the City in the Township of Shuniah, about one-quarter of a mile from the Dreifus property. This land is assessed at $150 an acre. Mr. Edward John Blaquier testified that he bought two large parcels designated as Rosedale and Jumbo Gardens, which adjoins block 4A, but further from the centre of the City—Rosedale being within the City and Jumbo Gardens outside the City. These properties cost him $75.00 to $100.00 an acre about 1910. Asked what lots 4A and 4B were worth, Mr. Blaquier stated: "I would not care to put a price on land in Port Arthur to-day or in any other City at the present time—take the Dominion of Canada—there is no sale in any City in Canada to-day. You are making the inference that Port Arthur is bankrupt. Port Arthur is in the same condition as all the rest of the country." Again and again (p.p. 73 and 74) the witness was asked to put a price or value on the Dreifus land but studiously evaded doing so or even answering the direct question whether the land was worth $100 an acre. On this point the testimony of the witness was unsatisfactory and inconclusive.

Mr. Henry A. Ruttan testified that he is the agent of Dreifus; that in 1912 he wired Dreifus that he had a probable purchaser, at $500 or $550 an acre, and the reply of Dreifus was that he could not sell at present, was thinking about building or something, and that he could never get Dreifus to put a price on his land. Mr. Ruttan stated that Ruttan Estates, Limited, a Company in which he was interested, owns lot 3B, which is directly across the street from Lot 4A, and comprises 86 acres—it is not sub-divided and is assessed for $400 an acre. In 1920 his Company sold south-west quarter of Lot 53 in the Township of McIntyre for $27,000, it contained 160 acres, and was not as desirable for subdivision purposes as the Dreifus property because the latter was nearer transportation, city service, etc. When asked to state the value of the Dreifus property, Mr. Ruttan declined, merely stating that he would leave that to Mr. Dreifus, and that anyone buying it for sub-division would be foolish.

It is to be noted that the testimony of the witnesses of the respondent as to value except Mr. Schwigler, was inconclusive and indefinite, while the witnesses for the appellant, though frankly admitting that it was difficult, indeed impossible at present to sell large tracts of land enbloc or by parcels after subdivision, firmly maintained that the actual value of the land was $300 or up-

wards. On this evidence as to value the Board would feel warranted in restoring the assessment as fixed by the Court of Revision. Invoking the mode of proof declared to be advisable by Section 69, Sub-section (16), of The Assessment Act, and looking at the value at which similar land in the vicinity is assessed, the Board finds ample confirmation of its conclusion. Lot 3B, containing 86 acres, and unsubdivided and situate across Clarkson Street from Dreifus' lot 4A is assessed at the rate of $400 an acre. Rosedale containing 100 acres, and situate across Junot Street from Dreifus' lot 4A with some improvement by way of drainage and subdivided into building lots and further from the City than Dreifus' property is assessed at the rate of $425 per acre.

Meikle Park, of 46 acres, subdivided into building lots, and adjoining Dreifus' lot, 4B, but nearer the City centre and with some drainage and road improvements, is assessed at the rate of $1,050 an acre. Wellington Place, containing 86 acres, is subdivided into building lots, and has some improvements by way of drainage and roads, adjoining Dreifus' lot 4B, but further from the centre of the City, is assessed at the rate of $400 an acre.

An Order of the Board will issue directing that the decision of the Court of Revision be restored and the assessment of the two parcels fixed at $60,000.

There will be no costs, but the Respondent will pay ten dollars in Law stamps on the Board's Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, this 7th day of April, A.D., 1921.

ORDER

April 8th, 1921

The Appeal from the Assessment for the year 1920 having been referred back to this Board to take further evidence as to the actual value of the lands in question, and this Board accordingly on notice to all parties having heard further evidence at the City of Port Arthur, on the 23rd day of February, 1921, and upon hearing such further evidence adduced on behalf of both Appellant and Respondent, and upon hearing Counsel for both the Appellant and Respondent, and Judgment having been reserved until this day,

1. THE BOARD ORDERS that the assessment as confirmed by the Court of Revision shall be restored, and that the assessment of Lot 4, in Concession "A" shall be fixed at the sum of $32,100.00, and that the assessment of Lot 4, in Concession "B", of the said City of Port Arthur shall be fixed at the sum of $27,900.00, and that the assessment roll be amended accordingly.

2. That the Respondent shall pay a fee of $10.00 in Law Stamps.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

PROCEDURE FILE 5657.

In the Matter of the Application of William Meek, et al, for authority to remove the signatures of the applicants from the Petition praying for the establishment of a telephone system by the Municipality of Caledon.

Feb, 28th. Hearing, pursuant to Appointment, 10.30 a.m., Township Hall, Caledon.

Mar. 1st. Report of Mr. D. M. McIntyre, K.C., Chairman of the Board, filed.

Mar. 11th. Order.

In the Matter of By-law No. 770 of the Municipal Corporation of the Township of Caledon, praying for the establishment of a telephone system.

TO

The Ontario Railway and Municipal Board:

In this matter sitting alone under Section 9 of "The Ontario Railway and Municipal Board Act," I heard an application by Mr. Hughson affecting the validity of a part of the petition for the establishment of a municipal telephone system in the Township of Caledon. It was alleged by Mr. Hughson that two sheets of the petition, presented to Council on 4th July, 1919, and designated sheet "A" and sheet "B," formed part of the petition presented to the Municipal Council at its previous meeting held on 13th June, 1919, and which petition was disallowed by the Council at its meeting held on the 23rd June, 1919, on the ground that the signatures thereto, or some of them, had been obtained by misrepresentation. If this allegation were established as a fact, then in view of a previous ruling of the Board, said sheets "A" and "B" so forming part of the petition disallowed by Council on 23rd June, 1919, were improperly attached to the petition presented to Council on 4th July, 1919, and should be detached from said last named Petition, as not forming a valid part of the same.

On the other hand Mr. Lachlan H. Willis, the Township Clerk, alleges that sheets "A" and "B" first came into his possession as Clerk, at the meeting of Council held on the 4th July, 1919, that on that day he marked the said sheets with said date as the day of such receipt, that said sheets did not form part of the petition which was before Council on 13th June, 1919, and the 23rd June, 1919, and that sheets "A" and "B" were for the first time, with certain other sheets, presented to Council at its meeting on 4th July, 1919.

If the contention of Mr. Hughson prevails, the names of all property owners appearing as Petitioners on sheets "A" and "B" must be struck off. If the statement of fact as testified by the Township Clerk is adopted, the names of the Petitioners on sheets "A" and "B" stand, and these sheets are a valid part of the Petition for the establishment of the municipal telephone system.

After carefully considering the evidence tendered I have reached the conclusion that I must report in favor of the adoption of the facts as stated by Mr. Willis, the Township Clerk. To adopt the contrary view would, in my opinion, be accepting the testimony of least evidentiary value. A municipal clerk is a statutory official with clearly defined duties and responsibilities, whose official acts carry with them in many matters the sanction of finality. By statute in certain cases his certificate is made final and conclusive, as under section 16 of "The Local Improvement Act." Again his certificate under Section 70 of "The Assessment Act" is binding on all parties concerned. It is true there is no analogous statutory provision applicable to the Clerk's action in discharging his duties under "The Ontario Telephone Act," but as a convenient working rule this Board has in practise adopted as evidence the Clerk's certificate as to the sufficiency of a petition under that Act. Section 218 of "The Municipal

Act" defines the duty of the Clerk as amongst other things "to keep the books, records and accounts of " the Council." As such Clerk Mr. Willis was the custodian of sheets "A" and "B" from the time they were presented to Council, and must know better than anyone else when they came into his custody, and that there might be no mistake in the matter at the time of their receipt by him he marked on each sheet "4th July, 1919," as the date of that receipt. The evidence to the contrary is in my opinion not comparable in convincing force to that of Mr. Willis, and consists of statements under oath of persons for the most part having no official duty to perform in the premises, and whose memories of what took place upwards of a year and a half ago were necessarily of doubtful accuracy. Sheets "A" and "B" may have been the only Petition circulated in the district known as "Division 5," but I have reached the conclusion on the evidence that it was not presented to Council at either meeting held on the 13th June, 1919, or 23rd June, 1919, and was first presented to Council on the 4th July, 1919, and came then for the first time into possession of the Municipal Clerk.

I report to the Board that the application be dismissed, and that sheets "A" and "B" stand as parts of the Petition presented to Council on 4th July, 1919, and which is the authority for Council to pass a By-law for the establishment of a Municipal Telephone System in the Township of Caledon.

(Sgd.) D. M. McIntyre,
Chairman.

Toronto, 1st March, 1921.

ORDER

March 11th, 1921.

UPON THE APPLICATION of the above named Applicants, upon hearing the evidence adduced on behalf of the Applicants, and upon reading the Petition of the Applicants and other material on file,

THE BOARD ORDERS, pursuant to Section 7 of "The Ontario Telephone Act," 1918, that the removal of the signatures of the following persons affixed to the Petition presented to the Council of the Municipality of the Township of Caledon praying for the establishment of a telephone system under the provisions of Part 11 of "The Ontario Telephone Act, 1918," that is to say:

Jos. Chambers	Alex. S. McLeish
Cecil Dodds	W. A. Wilson
John H. Nixon	Robert J. McFarlane
John McFarlane	R. Bracken
John Baxter	L. Swinton
Alex. Graham	Samuel Pitchford
Donald Campbell	Thomas Chambers
Wesley Nelson	Henry Judge
George Atkinson	W. Widdis (deceased)
H. G. Glassford	R. A. Scott
James H. Bracken	W. T. Gray
W. J. Matthews	Jas. A. Cameron (deceased)
G. W. Berney	R. G. Cowan
P. J. McCaffrey	John McBride

Daniel McCallum
William Murdock
James H. Cunnington
James Cannon
Andrew Ellison
George Ward
James Harrigan
John E. Thompson
Dan. E. Laughlin
George Fines
A. McBride
S. W. White
J. Campbell
Geo. Baxter
Wilfred Wilson
Thomas Gray
John Heard
John Warnock
Jos. T. Watson
Wm. Tease
J. A. Donaldson
Albert Webb (deceased)
John McEnaney
N. McDevitt
Arch. Campbell
Jas. Alexander
Dan. McKim
Robt. Wilson
Alex. J. McLeish
G. P. S. Wood
Bert Bradley
W. A. Boyce
A. M. Baxter
W. T. Cannington
Harold Graham
Peter Graham
John Henderson
C. M. Storey

from the said Petition is hereby approved.

AND THE BOARD FURTHER ORDERS AND DECLARES that the signatures of the following persons affixed to the beforementioned Petition, that is to say:

J. W. McDonald
A. D. McBride
Donald McLaren
James Kirkwood
James Brown
Edward B. Harris
John Willis
C. B. Barton
F. E. Wrigglesworth
J. G. Sharp
John Frank
Fred Baker
James F. McDonald
Wm. Beer
Geo. Blair
J. P. Graham
R. J. McGregor
A. McColl
A. Spratt & Sons
W. J. Jameson & Son
E. Trought & Son
Geo. A. Henry
Carrie McDonald
F. Garrity, Jr.
O. J. Walker
John Petch
W. T. Balmer
D. Graham Sons & Co.
Thos. Petch
J. M. Scott
Geo. Woolner
William A. Hansford
Alex. McLeod
Wm. A. Moffatt
Simon Kearns
G. E. Sutton
H. T. Nesbitt
J. Thompson
Harold Chambers
Farquhar Baxter
John Speers
W. J. Trathen
James A. Clarke
T. C. Glassford
W. E. Glassford
W. J. Hillock
James Lamont
Hugh A. Potter
Joseph Rayburn
Isaac Bradley
John S. McLellan
Archie Conley

Wm. Martin
Geo. H. Scott
John McCannell
Hugh McKinnon
Wesley G. Speers
Wm. Dunn
John Stubbs
F. Hillock
Jas. Glassford
Geo. Laughlin
W. H. Bowes
E. Killeen
Frank Johnston
James Speers
George Giles
J. P. McKim
Thos. Glassford
Chas. Atkinson
Norman E. Storey
Albert Hillock
Irvine Dodds
Jackson G. Glassford
R. H. Rayburn
Samuel Kannawin
T. R. Willis
T. Graham
J. McEachern
Geo. Kidd
H. A. Spratt
N. F. Davidson
J. T. McCannell
Jas. Pearson
P. Garrity, Sr.
Geo. Puckering
Ben. Graham
E. C. Holmes
C. G. Patterson
Geo. Duckwith
J. A. Neil
James Smith
James Presley
Wylie Houston
W. G. Coulter
J. Palmer
R. Clark
I. H. Lemon
John Beer
Robert Wallace
R. Foster
Archie McArthur

D. Evans
Gilbert Houston
James McCann
D. A. Conley
B. A. Madill
A. G. Patterson
W. A. Derrington
J. S. Dods
John Erskine
T. W. Meek
D. McLean
James H. Morrison
Alex. Hillock
Fred J. Johnston
Elisha Black
Albert Bacon
W. B. Laughlin
Harry Laughlin
Bert Hammond
Jno. A. Flaherty
Fred Wilson
John Braiden
Sam Eagles
W. E. Gibson
W. J. Wilson
John T. Watson
Henry Scott
R. Young
William Stubbs
Chas. R. Reid
Wm. Meek
W. C. Watson
Hilton H. Dale
James McDevitt
Alex. C. Speers
Wm. Cook
B. C. Cook
I. Sargent
Alex. D. Speers
Richard M. Speers
Mrs. J. H. McKinnon
G. H. Hilliard
B. Thompson
J. K. Rayburn
R. J. Armstrong
W. Alexander
Wm. Hawkins
Allen L. Maxwell
Stuart Corbett
Samuel Corbett

Wesley Gibson
D. Cameron
W. H. Laughlin
Wm. Pinkney
William Bass
Jno. A. McBride
Porter H. Currie
L. Currie
W. M. Houston
Robert Nesbitt
Albert Sawden
Geo. Young
T. H. Smith
Arthur Houston
Martha Stubbs
J. E. Woodland
David Fines
E. T. B. Corbett
Wilmer Dawson
Norman McLachlan
James Torrance
Clayton Limebeer
Wm. Faulkner
William Delaney
Owen Finnegan
Fred Groves
Elmer Harrison
James Johnston
Russell A. Jenkins
Thos. H. Bracken
John Fines

are good and valid signatures to said Petition and each such person so signing is bound under said Petition in terms of the same.

And the Board makes no Order for costs or for Law Stamp Fees in respect of this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

I agree,
(Sgd.) A. B. I.

Procedure File 5658.

Application by Arthur Tarzwell, under section 7 of "The Ontario Telephone Act, 1918," for an Order consenting to the removal of his name from a Petition for establishment of a telephone system by the Township of Erin.

March 15th. Order.

Order

March 15th, 1921.

UPON THE APPLICATION of the above named Applicants, upon hearing the evidence adduced on behalf of the Applicants, and upon reading the Petition of the Applicants and other material on file,

THE BOARD ORDERS, pursuant to Section 7 of "The Ontario Telephone Act, 1918," that the removal of the signatures of the following persons affixed to the Petition presented to the Council of the Municipal Corporation of the Township of Erin, praying for the establishment of a telephone system under the provisions of Part II of "The Ontario Telephone Act, 1918," that is to say:

James Neville
Norman O. Turner
Peter Barbour
Robert Wheeler

from the said Petition is hereby approved.

AND THE BOARD FURTHER ORDERS that the applications of

Arthur Tarzwell	William Neville
Robert S. McCutcheon	R. N. Campbell
John Berry	George Berry
James Delaney	Alex. Speers
George Wheeler	Elijah Warden
Henry B. Austin	

be and the same are hereby dismissed.

And the Board makes no Order for costs or for Law Stamp Fees in respect of this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 5802.

Application by The Mount Albert Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

Mar. 15th. Hearing continued, pursuant to adjournment, at Mount Albert. Adjourned, 'sine die.'

Mar. 22nd. Report of Chairman filed.

Mar. 22nd. Order.

June 8th. Order.

REPORT

The undersigned, having heard the evidence of all parties relative to this Application recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Toronto, March 22nd, 1921

Order

March 22nd, 1921.

UPON THE APPLICATION of the above-named Applicant, upon reading the Report of Donald McIntyre, Esquire, K.C., Chairman, who heard the evidence adduced on behalf of all parties, Statements of Assets and Liabilities, Receipts and Disbursements and other material filed,

THE BOARD ORDERS, subject to the several conditions prescribed in this Order, that leave be granted to the Applicant to charge the undermentioned tariff charges for telephone service, to take effect on May 1st, 1921:

For Individual Line Local Service	$25.00 per annum.
For Two-party Line Service	22.50 per annum.
For Rural Party Line Service	18.50 per annum.

The above named charges to be subject to a discount of twenty per cent. on all amounts paid within thirty days from the date of rendering the account for same.

AND THE BOARD FURTHER ORDERS:

1. That the charges herein approved shall cover the furnishing by the Applicant of a continuous service on each week day from May 1st to October 31st, between the hours of 6 a.m. and 10 p.m., and from November 1st, to April 30th, between the hours of 7 a.m. and 9 p.m., and on each Sunday during a period of not less than two hours.

2. That the Applicant shall furnish service at all times during the period within which continuous service is not furnished as provided in the preceding clause at a charge of twenty cents for each conversation.

3. That the installation of the additional switch-board now on order for the Mount Albert Central Office shall be effected on or before May 1st, 1921.

4. That the Applicant shall before May 1st, 1921, thoroughly overhaul its Central Office, subscribers' equipment, all outside plant, execute all necessary repairs and make such improvements and alterations as may be necessary to ensure the furnishing of an efficient service.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1921, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in Applicant's business on December, 31st, in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be expended in new constructions or extensions or additions to the property of the Company, or, with the like approval, may be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new constructions, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall on or before the fifteenth day of January in each year, furnish the Board with a Report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no Order for costs, save and except that the Applicant shall pay ten dollars for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

ORDER

June 8th, 1921.

WHEREAS the Board did on the twenty-second day of March, A.D., 1921, authorize the Applicant to increase its charges for telephone service as from May 1st, 1921.

AND WHEREAS the said authority was granted subject to the Applicant complying with the following directions of the Board, viz.:—

"That the Applicant shall before May 1st, 1921, thoroughly overhaul its Central Office, subscribers' equipment, all outside plant, execute all necessary repairs and make such improvements and alterations as may be necessary to ensure the furnishing of an efficient service."

AND WHEREAS the Applicant has not fully complied with the foregoing directions;

THE BOARD NOW ORDERS:

1. That the Order dated the twenty-second day of March, A.D., 1921, be and the same is hereby amended by striking out the words "to take effect on May 1st, 1921," in the fourth line of the second paragraph of the said Order, and substituting therefor the following:

"To take effect on August 1st, 1921, providing that on or before that date the Board shall be furnished by its Electrical and Telephone Expert with a certificate to the effect that the Applicant has executed all such repairs and made such improvements and alterations to its system as are necessary to ensure the furnishing of an efficient service and that such service is being furnished by the Applicant to its subscribers."

2. That the operation of the Applicant's "Discount System of Collections" be suspended until July 1st, 1921.

And the Board makes no Order for costs or for Law Stamp Fee in respect of this Order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 5806.

In the Matter of the Application of the City of Peterborough, under section 10, Chapter 41, Ontario Statutes, 1918, for an Order prescribing the manner of construction of Sewage Disposal Plant; terms and conditions (if any) in respect of operation of same and compensation to be paid for site. (See P.F. 5424).

July 25th. Hearing continued, 11 a.m. to 11.50 a.m., Applicant's Solicitor to apply to Provincial Board of Health to fix time for commencement and completion of the works (further directions and costs reserved).

PROCEDURE FILE 5833.

Application by the Home Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

March 31st. Hearing, pursuant to Appointment, 9.30 a.m., Town Hall, Markham. Application granted.

May 14th. Order.

ORDER

May 14th, 1921.

UPON THE APPLICATION of the above-named Applicant, upon reading the Report of Donald M. McIntyre, Esquire, K.C., Chairman, who heard the evidence adduced on behalf of all parties, Statements of Assets and Liabilities, Receipts and Disbursements and other material filed,

THE BOARD ORDERS that the Applicant, The Home Telephone Company, Limited, be authorized to charge the following rates for telephone service to take effect as from May 1st, 1921:

For Individual Local Service	$23.00 per annum.
For Local Party Line Service	19.50 per annum.
For Rural Party Line Service	19.50 per annum.
For combined Business and Residence Two-party Line Service	35.00 per annum.

The above charges to be subject to a discount at the rate of $3.00 per annum upon payment within thirty days from the date of rendering the account for same.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall, on December 31st, 1921, and each year thereafter, set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st, in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest and the moneys so deposited may, with the approval of the Board, be expended in new constructions or extensions or additions to the property of the Company, or, with the like approval, may be invested in interest-bearing securities; and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new constructions, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall, on or before the fifteenth day of January in each year, furnish the Board with a Report setting forth: (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no Order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) A. B. Ingram,
Vice-Chairman,

(Seal)

Procedure File 5892.

In the Matter of sections 60 and 61 of Chapter 186, R.S.O, 1914, and in the matter of strike of Street Railway Employees at London, Ontario, (London Street Railway Company).

April 28th. Order: Possession of Railway vested in the Company.

Order

April 28th,.1921.

WHEREAS The Ontario Railway and Municipal Board did under its Order dated the fifth day of May, A.D., 1920, seize and take possession of the whole of the railway and the real and personal property of the said The London Street Railway Company, together with its books and offices, and did assume and take over all the powers, duties, rights and functions of the directors and officers of the said Company, and did thereafter supervise and direct the management of the said Company and its railway in all respects, including the employment and dismissal of officers and servants of the Company, and to ensure the enforcing of the said Order, the Board did nominate and appoint Andrew B. Ingram, Esquire, the Vice-Chairman of this Board, to be the manager of the said railway until this Board should further order otherwise.

AND WHEREAS the Directors of the said Company have undertaken with the Board to take possession of the said railway and the real and personal property of the said company, together with its books and offices, and to operate the said railway upon terms and conditions agreeable to the Board, having regard to the revenues of the said Company, and the requirements of the property, plant and equipment of the said Company.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD ORDERS AND DIRECTS that its said Order of the fifth day of May, A.D., 1920, be and the same is hereby rescinded as and from midnight of the thirteenth day of April, A.D., 1921.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6042.

Between:

The Corporation of the County of Frontenac,

Applicant,

—and—

The Corporation of the Township of Kingston,

Respondent.

(Appeal under Section 12 (8), Chapter 16, 1917).
(Apportionment of cost of Provincial Highway).

Jan. 18th. Order, making Department of Highways of Province of Ontario Party Respondent, issued.

Jan. 31st. Reply filed by Department of Highways.

Oct. 26th. Hearing, pursuant to Appointment, 3 to 10.30 p.m., Court House, Kingston.

Oct. 27th. Hearing continued, 10 a.m. to 11.50 a.m., Judgment reserved.

Nov. 21st. Judgment (dated November 12th) delivered.

Dec. 28th. Order following form of approved draft filed, issued.

ORDER

December 22nd, 1920

1. This motion coming up this day for hearing, upon the application of his Majesty, the King, in right of the Province of Ontario, represented by the Minister of Highways for the said Province of Ontario, and in the presence of counsel for the applicant, and for his Majesty, the King, in right of the Province of Ontario, represented by the Minister of Highways for the said Province of Ontario, no one appearing for the respondent, the Corporation of the Township of Kingston, notice of motion having been duly served upon them, and upon hearing what was alleged by counsel aforesaid;

2. IT IS ORDERED that His Majesty, the King, in right of the Province of Ontario, represented by the Minister of Highways for the Province of Ontario, be added as a party respondent.

3. IT IS FURTHER ORDERED that the costs of this application be costs in the cause.

(Sgd.) D. M. McINTYRE,

(Seal) *Chairman.*

OPINION OF THE BOARD.

These are appeals by the County of Frontenac under The Provincial Highway Act against an apportionment of the cost of certain expenditures made in the Townships of Kingston and Pittsburg by the Department of Highways under that Act. The expenditure was made in respect of work done in these Townships between the 31st January, 1919, and the 31st January, 1920. These appeals were by consent heard together, and this opinion is equally applicable to each. The amount apportioned is $14,485.36, of which $11,929.94 was expended in the Township of Pittsburg, and $2,555.42 in the Township of Kingston under "The Provincial Highway Act." On the 15th August, 1918, a highway in the Township of Kingston extending from the west limit of the Township to the City of Kingston, and theretofore a County Suburban Road was designated and assumed as a Provincial Highway; and on the 23rd May, 1919, a highway in the Township of Pittsburg, formerly a County Suburban Road, extending from the Village of Barriefield to the east limit of the Township, was designated and assumed as a Provincial Highway. The Township of Kingston section is approximately eight miles in length, and the Township of Pittsburg section is twelve miles long. The above expenditures, being thirty per cent. of the total amount expended by the Department during the above period, have been apportioned wholly to the County of Frontenac by the Engineer in the exercise of his powers under the Act.

The Provincial Highway Act is to be applied on this application as it stood before the amendments introduced by 11 Geo. V, c. 27. Section 11 of the Act lays down in general terms a basis of apportionment declaring that the Corporation of the Municipality in which work of construction or repair and maintenance is carried out shall repay to the Province thirty per cent. of the expenditure made by the Department within such municipality; "municipality" for the purpose of this appeal meaning "local municipality." This general proposition is followed by a number of provisions, some of which lay down other bases than the foregoing for apportionment among the municipalities in which the work has been done, some of which leave the matter to be determined by the Engineer as he shall deem just and expedient, and some again under specified circumstances authorize the bringing in as contributories local municipalities other than those in which work has been done, while still another provision empowers the Engineer to apportion the expenditure in whole or in part to the County if deemed by him just and equitable. In this case the Engineer in the exercise of his discretion has as above stated apportioned the whole of the locally chargeable portion of the cost of the work to the County.

The evidence submitted has satisfied the Board that the Townships other than these which through the Council of the County have taken advantage of the provisions of "The Highway Improvement Act" to adopt a plan for the improvement of the highways throughout the County, are not benefitted by the Provincial Highways in question here. The evidence warrants the conclusion that while the shipment of products from the northern townships is by rail chiefly east and west from the local shipping centres, the vehicular travel from these townships over the improved highways in the County of Frontenac is negligible, convenience determining such travel towards Tweed and Napanee on the west and towards Perth and Smith's Falls on the east. The two island townships are so isolated that their participation in the benefits of the system of improved highways is reduced to the vanishing point, while the cost of ferrying imposes on the residents a special burden peculiar to their situations. The abstention of the northern and island townships from co-operation with the other townships of the County is confirmatory proof that they get no benefit, and expected none from the plan for improved highways, and in this the other townships seem to have acquiesced and worked out their application of "The Highway Improvement Act" on that assumption.

On the other hand, in view of the policy of the Department of Highways, as declared in the relevant legislation, and by administrative acts, and in view of the interrelation of the Provincial Highways with the improved highways of various classes constructed within the County through the co-operation of the Department of Highways and the County, the Board does not think that the entire cost of these Provincial Highways should be apportioned against the Townships of Kingston and Pittsburg, in which alone this work has been done. The six Townships, Bedford, Portland, Loughborough, Sterrington, Kingston and Pittsburg, with the approval and financial co-operation of the Province, have through the medium of the County Council joined together under enabling legislation to adopt a plan of improved highways within the territory comprising these townships. This section seems to recognize the existence of a community of interest between these townships which has moved them to launch this joint enterprise for their common benefit.

The Board does not think that the action of the Legislature in making grants from time to time of money to the municipalities forming the north-

erly group of Townships under "The Colonization Roads Act," is a reason for apportioning against them, or any of them, any part of the expenditure in question on this appeal. A perusal of the latter Act shows that although the principle of co-operation between the Province and the local municipality to be subsidised is feebly invoked; the main purpose of the Act was and is to encourage the building of pioneer roads "in unsurveyed or unorganized portions of Ontario" or "through unoccupied or sparsely occupied districts or through districts unfit for cultivation or settlement." Such a policy adopted of necessity by the Legislature, and acted upon from early days, has little in common with the highway policy discussed upon these appeals. The latter is a modern growth in the Province, and was first evolved and sought to be applied so recently as twenty years ago under legislation passed in the year 1901, and was no doubt a response to the demand for better roads, arising largely out of the phenomenal development of the motor driven car and its application to various forms of traction.

It is clear that the system of Provincial Highways is a further development grafted on the several County Roads systems of Ontario, and designed to be of general advantage to the Province, and is so regarded by the Legislature and Department of Highways. This being so, in view of the foregoing, upon the material before it, the Board has reached the conclusion that the expenditures in question should, subject to what is said as to the Village of Portsmouth, be apportioned between the six Townships which have taken advantage of "The Highway Improvement Act" to establish a system of County Highways, namely, Bedford, Portland, Loughborough, Storrington, Kingston and Pittsburg, and that the apportionment should be on the basis of the last equalized assessment of these municipalities.

The Village of Portsmouth is peculiarly situated and seems to call for special treatment. It is an urban municipality adjacent to the western limit of the City of Kingston. It has access either directly or by way of the City streets to the improved highways in the County, whether County, Suburban or Provincial. It makes no contribution to the system of County Roads, nor as an urban municipality to the Suburban Highways in the County, though as a local municipality it is rated for the latter in respect of the thirty per cent. of the cost imposed upon the County. Relatively to the Provincial Highways here in question, it is located so as to be able to take advantage of them quite as fully as some of the Townships above charged, and it seems to the Board that it should be made a contributory also on the basis of its equalized assessment.

An Order in each case will issue in accordance with the foregoing. There will be no costs to either party, but the County will pay Ten Dollars in Law Stamps upon each Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Dated at Toronto, the twelfth day of November, A.D., 1921.

ORDER

November 12th, 1921.

UPON THE APPLICATION of the above named applicant, in presence of the applicant and respondents, upon hearing the evidence adduced on behalf of the applicant and respondents, and upon hearing Counsel for the applicant and respondents,

THE BOARD ORDERS that the 1919 expenditures in question should be apportioned among the Townships of Bedford, Portland, Loughborough, Storrington, Kingston and Pittsburg and the Village of Portsmouth on the basis of the last equalized assessment of these municipalities.

AND FURTHER ORDERS that there be no costs to either party and that the County pay Ten Dollars in Law Stamps upon this Order.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 6043.

Between:

The Corporation of the County of Frontenac,

Applicant,

—and—

The Corporation of the Township of Pittsburg,

Respondent.

(Appeal under Section 12 (8), Chapter 16, 1917).

(Apportionment of cost of Provincial Highway).

Jan. 18th. Order, making Department of Highways of Province of Ontario Party Respondent, Issued.

Jan. 31st. Reply filed by Department of Highways.

Oct. 26th. Hearing, pursuant to Appointment, 3 to 10.30 p.m., Court House, Kingston.

Oct. 27th. Hearing continued, 10 a.m. to 11.50 a.m., Judgment reserved.

Nov. 21st. Judgment (dated November 12th) delivered. (See P. F. 6042).

Dec. 28th. Order following form of approved draft filed, issued.

Order

December 22nd, 1920.

1. This motion coming up this day for hearing, upon the application of His Majesty the King, in right of the Province of Ontario, represented by the Minister of Highways for the said Province of Ontario, and in the presence of counsel for the applicant and for His Majesty the King, in right of the Province of Ontario, represented by the Minister of Highways for the said Province of Ontario, no one appearing for the respondent, the Corporation of the Township of Pittsburg, notice of motion having been duly served upon them, and upon hearing what was alleged by counsel aforesaid;

2. IT IS ORDERED that His Majesty the King, in right of the Province of Ontario, represented by the Minister of Highways for the Province of Ontario, be added as party respondent.

3. IT IS FURTHER ORDERED that the costs of this application be costs in the cause.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

ORDER

November 12th, 1921.

UPON THE APPLICATION of the above named applicant, in presence of the applicant and respondents, upon hearing the evidence adduced on behalf of the applicant and respondents, and upon hearing Counsel for the applicant and respondents,

THE BOARD ORDERS that the 1919 expenditures in question should be apportioned among the Townships of Bedford, Portland, Loughborough, Storrington, Kingston and Pittsburg and the Village of Portsmouth on the basis of the last equalized assessment of these municipalities.

AND FURTHER ORDERS that there be no costs to either party and that the County pay Ten Dollars in Law Stamps upon this Order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 6067.

Application by the City of Fort William and The Public Utilities Commission of the City of Port Arthur, for an Order confirming a new schedule of passenger fares for The Port Arthur-Fort William Electric Street Railway, as authorized by By-law No. 1993 of the City of Fort William and By-law No. 4 of The Public Utilities Commission of the City of Port Arthur.

Jan. 5th. Judgment delivered.

Jan. 5th. Order.

Jan. 11th. Notice of Motion for leave to appeal filed.

OPINION OF THE BOARD

Mr. Charles A. Goodeve, a citizen of the City of Fort William, complained to the Board that fares were being charged upon the municipal railways operated in the Cities of Fort William and Port Arthur, respectively, in excess of those permitted by "The Ontario Railway Act." Pursuant to appointment, Mr. Ingram, Vice-Chairman of the Board, attended at the City Hall in the City of Port Arthur, and heard what was alleged by the Complainant and by the Respondents, as appears by Mr. Ingram's Report dated November, 1920. An Order was issued by the Board dated 22nd November, 1920, based on that Report, prohibiting the collection of fares in excess of those approved by Order of the Board dated 6th January, 1919. Subsequently, the Respondents applied to the Board for a suspension of its Order of 22nd November, 1920, in the premises, pending the disposal of certain questions of law raised by them, and this the Board did and fixed the 16th December, 1920, for hearing argument.

Upon the argument it was alleged that the effect of certain private acts affecting the Cities of Port Arthur and Fort William and their respective railways, was to take these cities and their railways out of the purview of "The Ontario Railway Act" as far as the fares to be charged were concerned, or at least threw doubt upon the jurisdiction of the Board to entertain this complaint.

The Board has carefully considered the legislation affecting these two railways as well as the general law applicable in force from time to time, and finds no reason to conclude that the provisions of Section 210 of "The Ontario Railway Act," limiting the fares to be charged on street railways, are inapplicable to these two railways.

By force of the interpretation clause of "The Ontario Railway Act," the term "company" as used in Section 210 includes a municipal corporation having authority to construct and operate a street railway. From as early a period as the Statute revision of 1887 "The Municipal Act" and "The Street Railway Act" read together clearly establish that the provisions of the latter Act were and have since been applicable to street railways owned and operated by municipal corporations, except of course, as they might be qualified by private legislation.

"The Street Railway Act" of that date contained provisions limiting the fares chargeable on street railways in the same form with slight modifications as in Section 210 of "The Ontario Railway Act," and these provisions have been re-enacted and kept in force in every revision of "The Street Railway Act" down to the present day.

No doubt when the then Town of Port Arthur was by Order-in-Council dated 31st December, 1892, given authority to extend its railway into the then Town of Fort William, the fares to be charged were fixed by paragraph 6 of the Order-in-Council. These fares appear to have continued unaltered down to May 1917, when an application was made to the Board under 7 Geo. V, Chapter 27, Section 71, and the rates for through service were increased.

In 1908 the portion of the railway within the limits of the City of Fort William was acquired by purchase by the City of Fort William. Paragraph 6 of the agreement of purchase while providing that the then rates of fares should not be exceeded until 31st December, 1918, also provides that on and after 31st December, 1913, each City might operate the railway within its own limits as and how the Council thereof might determine. This the Board takes to mean that after the date mentioned the respective municipal councils might each operate its railway, but subject to the provisions of "The Ontario Railway Act."

The legislation of 1917 merely extends to validate an agreement fixing through rates upon the railways, and neither the agreement nor the provisions of the Act authorize the municipal councils to charge a rate in excess of that permitted by Section 210 of "The Ontario Railway Act."

In July, 1920, the representatives of the municipalities applied to the Board for approval of a tariff which fixed the fare in each city at seven cents or four tickets for twenty-five cents, with special reduced rates for children and pupils. The Board believing that the tariff was in excess of the tariff permitted under "The Ontario Railway Act," refused to approve it. Mr. Goodeve now complains that the municipalities are notwithstanding charging fares according to the tariff last referred to, and the representatives of the two municipalities, respectively, admit that this is so. This is in the opinion of the Board, unauthorized and illegal, and an Order should issue prohibiting the municipalities collecting such fares, or any fares in excess of those authorized by Section 210 of "The Ontario Railway Act."

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Dated at Toronto, the 5th day of January, A.D., 1921.

ORDER

January 5th, 1921.

UPON THE APPLICATION of Mr. Charles A. Goodeve as to fares charged upon the Railways operated by the said Corporation and by the said Commission,

and upon reading the Report of Mr. A. B. Ingram, Vice-Chairman of the Board, filed, and upon hearing what was alleged by the said Mr. Charles A. Goodeve, and on behalf of the said Corporation and Commission, and the Board having reserved Judgment until this day, upon the Application of the said Corporation and Commission for suspension of its Order, bearing date the twenty-second day of November, A.D., 1920,

THE BOARD ORDERS that neither the said the Corporation of the City of Fort William nor the Public Utilities Commission of the City of Port Arthur shall hereafter charge, endeavor to collect or accept from any passenger upon any Railway subject to the jurisdiction of this Board operated by the said Corporation or the said Commission, any fare or fares in excess of the fares authorized under section 210 of "The Ontario Railway Act."

(Sgd.) D. M. McIntyre,
Chairman.

Procedure File 6109A.

In the Matter of the Petition of the Executors of the Estate of Robt. Davies, deceased, under Section 21 of "The Municipal Act," for the annexation to the City of Toronto of the lands therein described, being parts of Township Lot 12, in the Second Concession from the Bay in the Township of York, and part of the Don Mills Road—all as described in the Resolution declaring the expediency of such annexation passed by the Council of the Corporation of the City of Toronto, on the 8th day of November, 1921.

Jan. 14th. 11 to 11.50 a.m. Minutes of Order settled.

Jan. 21st. Order.

Order

December 29th, 1920.

Upon the application of the above named applicants, upon hearing read the petition of said applicants, the resolution of the Council of the Corporation of the City of Toronto passed on the 8th day of November, 1920, and the further resolution of said Council passed on the 20th day of December, 1920, and the affidavit of William Shea, proving service of notice of the application, petition and resolution, upon the Corporation of the Township of York and the Corporation of the County of York, and the affidavit of John B. Sherring, proving advertisement of the notice of hearing, the declaration of P. B. Rapp, proving the owners of the various lots according to the subdivision of the lands hereinafter firstly described, and the affidavit of Fred H. Bolduc, proving service of the notice of hearing upon such owners, and upon hearing what was alleged by Counsel on behalf of the applicants and on behalf of the Corporation of the City of Toronto, and also upon hearing what was alleged by a number of such owners of lots,

1. THE BOARD ORDERS AND PROCLAIMS that the lands and premises in the Township and County of York included in the said petition and being described as:

All and singular those certain parcels or tracts of land and premises situate, lying and being in the Township of York, in the County of York and Province of Ontario, being composed of:

Firstly:—The lands included in a plan filed in the Registry Office for the County of York as No. 2191.

Secondly:—Part of Township Lot No. 12 in the Second Concession from the Bay, in the Township of York, which may be described as follows: Commencing at a point in the southerly limit of said Lot No. 12 distant ninety-three feet measured westerly thereon from the easterly limit of Lot No. 122 according to Plan No. 2191, referred to in the lands firstly described; thence south eighty-seven degrees, forty minutes west along the southerly limit of said plan forty feet six inches to an angle therein; Thence south ten degrees two minutes west parallel to the Don Mills Road twelve feet two inches to the southerly limit of Plan No. 2191 aforesaid, being the southerly limit of Township Lot No. 12; Thence easterly along last mentioned limit to the place of beginning. Containing by admeasurement 240 square feet be the same more or less.

Thirdly:—That part of the Don Mills Road in the Second Concession from the Bay, lying to the east of the lands included in Plan No. 2191, which may be described as follows: Commencing at the intersection of the northerly limit of the City of Toronto, as defined in an order of the Ontario Railway and Municipal Board dated December 15th, 1909, with the easterly limit of the lands included in a plan of part of Township Lot No. 12, known as Registered Plan No. 2191; Thence northerly along said easterly limit to the north easterly angle of the lands included in said plan: Thence easterly on the production easterly of the northerly limit of the lands in said plan, across the Don Mills Road to the westerly limit of the City of Toronto, as defined in an order of the Ontario Railway and Municipal Board dated January 1st, 1912; Thence southerly and westerly following the limits of the City of Toronto to the place of beginning; be and the same are hereby annexed to the City of Toronto, the said annexation to take effect on and after the second day of January, 1921, subject to the following terms and conditions, namely,—

1. The said lands shall be added to and form part of Ward No. 1.

2. That the Corporation of the Township of York shall forthwith prepare and furnish to the Corporation of the City of Toronto a special roll showing all arrears of taxes or special rates assessed against the lands above described up to the thirty-first day of December, 1920, and the persons assessed therefor.

3. That the Corporation of the City of Toronto shall have the right to collect all said arrears of taxes according to said special roll including the right to distrain for non-payment of said arrears, or if necessary the right to sell the said lands, if any, for non-payment of such arrears, as fully as if the said taxes had been assessed and levied by said Corporation, but the proceeds of the collection of such arrears or any part of same, after deducting therefrom the proper costs and expenses in connection with the collection of same shall be repaid by the Corporation of the City of Toronto to the said Corporation of the Township of York within six months from the date of collection, provided that the said Corporation of the City of Toronto shall proceed to collect the said arrears of taxes shown on said special roll, in the same way as if it had assessed and levied the same, but shall not be responsible to the Corporation of the Township of York for any of such arrears of taxes which it may be unable to collect.

4. That the Corporation of the Township of York shall indemnify and save harmless the Corporation of the City of Toronto from all loss, costs, charges and expenses arising from any act or omission of the Township of York or their officials or servants in connection with the said Special Roll.

5. That a special assessment of the lands above described on which the taxes for 1921 shall be levied, shall be made by the Corporation of the City of Toronto forthwith after this order becomes effective and thereafter the said lands may be assessed in the usual way as part of said City.

6. Notwithstanding the provisions of The Local Improvement Act, no part of the cost of any local improvement work to be hereafter constructed wholly within the area annexed shall be assumed or borne by the Corporation of the City of Toronto, but the entire cost thereof shall be assessed against the lands assessable in respect of such work; provided that the foregoing provision shall not apply to any local improvement work that may be constructed after ten years from the date hereof, to take the place of a similar work which has become worn out or obsolete, but the cost of the same shall be assessed and borne in accordance with The Local Improvement Act.

7. Save as aforesaid, The Local Improvement Act shall apply to the execution of such works.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 6110.

In the Matter of the Petition of Robt. Horricks, et al, under Section 18 (1), of "The Municipal Act," for annexation to the Township of Plummer Additional of part of the unorganized Township of Lefroy.

March 24th. Order issued.

Order

December 14th, 1921.

This Application having been heard by the Board in the Council Chamber, in the Town of Thessalon, on the 14th day of December, A.D., 1920, at the hour of half-past one o'clock in the afternoon, public notice of the said hearing having been duly given as directed by the said Board, upon reading the Petition of the majority in number of the ratepayers resident in the said portion of the Township of Lefroy sought to be annexed, and upon hearing read the resolution of the Council of the Township of Plummer Additional in favor of said annexation, and the other material filed, and upon hearing the Solicitor for the Petitioners and for the Township of Plummer Additional, and upon hearing the parties opposing this application, and the Board having reserved Judgment until this day:

1. THE BOARD DOTH ORDER, PROCLAIM AND ADJUDGE that all these certain parcels or tracts of land situate, lying and being in the Township of Lefroy in the District of Algoma and Province of Ontario, and being composed of:

Firstly:—The west half of section number four, containing three hundred and thirty-one acres more or less;

Secondly:—The west half of section number nine, containing three hundred and twenty-two acres more or less;

Thirdly:—The west half of section number sixteen, containing three hundred and twenty-one acres more or less;

Fourthly:—the west half of section number twenty-one, containing three hundred and twenty-one acres more or less;

Fifthly:—The west half of section number twenty-eight, containing three hundred and twenty-two acres more or less;

Sixthly:—The west half of broken section number thirty-three, containing one hundred and seventy-five acres more or less;

Seventhly:—Broken section number thirty-two, containing three hundred acres more or less;

Eighthly:—Broken section number thirty-one, containing three hundred acres more or less;

Ninthly:—Section number thirty-one, containing six hundred and forty acres more or less;

Tenthly:—Section number twenty-nine, containing six hundred and forty-one acres more or less;

Eleventhly:—The east half of section number twenty, containing three hundred and twenty acres more or less;

Twelfthly:—The south-east quarter of section number seventeen, containing one hundred and sixty acres more or less;

All in the Township of Lefroy, be annexed to and from a part of the organized Municipality of the Township of Plummer Additional.

2. AND THE BOARD DOTH FURTHER ORDER, PROCLAIM AND ADJUDGE that the said annexation shall take effect as and from the first day of January, 1921.

3. AND THE BOARD DOTH FURTHER ORDER, PROCLAIM AND ADJUDGE that the said Municipality with the annexed territory hereinbefore mentioned shall continue to be known as the Municipality of the Township of Plummer Additional.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 6126.

Between:

The Toronto and Hamilton Highway Commission,

Applicant,

—and—

The Toronto and York Radial Railway Co.,
The Corporation of the Village of New Toronto, and
The Corporation of the Town of Mimico,

Respondents.

(For determination of amounts payable by respondents in respect of removal of tracks of Toronto and York Radial Railway Co.)

Nov. 14th. Reply of Toronto and York Radial Railway Co. filed.

Nov. 23rd. Hearing, pursuant to Appointment, 10.30 to 11 a.m., Mimico and New Toronto dispute grading, ballasting track-work, track material, interest, and engineering. Accounts (filed) concluded except as above. Engineers for all Parties (and Board's Engineer) to confer and report. Items then in dispute

to be proved. Hearing adjourned to December 1st, 1921, at 10.30 a.m., at Board's Chambers. (See Reporter's Notes).

Dec. 1st. Hearing continued, 10.30 to 11.30 a.m. Municipalities to pay interest from April 15th, 1920, re amount finally settled. Overhead to be reduced twelve and one-half per cent. Applicant's Solicitor to draft Order and have same marked approved by Solicitors for all Parties.

Dec. 23rd. Approved draft Order filed.

Dec. 27th. Order issued.

ORDER

December 1st, 1921.

1. UPON THE APPLICATION of the above named Applicant in the presence of Counsel for the Respondents, and upon hearing Counsel for all parties,

2. THIS BOARD ORDERS AND DETERMINES that the amount payable by the respondent, The Toronto and York Radial Railway Company, to the applicant in respect of the construction of tile drain, protection of highway and expenses referred to in paragraph 5 of the order made by this Board on the 16th day of July, 1918, in connection with the removal of tracks of the respondent, The Toronto and York Radial Railway Company, in the Town of New Toronto is the sum of $6,510.03 with interest on the sum of $6,082.48, a portion thereof from the 31st day of March, 1920, until paid at the rate of six per cent. per annum.

3. AND THIS BOARD FURTHER ORDERS AND DETERMINES that the amount payable by the respondent, The Toronto and York Radial Railway Company in respect of the construction of tile drain, protection of highway and expenses referred to in paragraph 5 of the order of the 16th day of July, 1918, in connection with the removal of tracks of the respondent, The Toronto and York Radial Railway Company in the Town of Mimico is the sum of $7,306.08, with interest on the sum of $6,821.78, a portion thereof from the 31st day of March, 1920, until paid at the rate of six per cent. per annum.

4. AND THIS BOARD FURTHER ORDERS AND DETERMINES that the cost of the removal of the tracks of the respondent, The Toronto and York Radial Railway Company, in the Town of New Toronto, directed by order of this Board dated the 16th day of July, 1918, including the amount payable by the Toronto and York Radial Railway Company to the applicant mentioned in paragraph 2 hereof is the sum of $46,860.71.

5. AND THIS BOARD FURTHER ORDERS AND DETERMINES that of the said last mentioned sum there is attributable to betterment or improvement of the rails, ties, roadbed, poles, wires or other equipment of the railway of the respondent, The Toronto and York Radial Railway Company, the sum of $9,807.62, which last mentioned sum is to be borne and paid by The Toronto and York Radial Railway Company without contribution thereto by the applicant or other respondents, leaving the sum of $37,053.09 to be apportioned among the applicant and the respondents, The Toronto and York Radial Railway Company and the Corporation of the Town of New Toronto, in the proportions fixed by the said Order of this Board dated the 16th day of July, 1918.

6. AND THIS BOARD FURTHER ORDERS AND DETERMINES that the amount payable by the respondent, the Corporation of the Town of New Toronto to the respondent, The Toronto and York Radial Railway Company,

in respect of the removal of the said tracks in the Town of New Toronto, is the sum of $16,673.87, with interest on the sum of $15,941.82, a portion thereof from the 31st day of March, 1920, until paid at the rate of six per cent. per annum.

7. AND THIS BOARD FURTHER ORDERS AND DETERMINES that the amount payable by the applicant in respect of the removal of the said tracks in the Town of New Toronto, is the sum of $11,659.87, with interest on the sum of $11,147.94, a portion thereof from the 31st day of March, 1920, until paid at the rate of six per cent. per annum.

AND DOTH ORDER AND DIRECT that the said sum of $11,659.87 with interest as aforesaid be paid by the applicant to the respondent, The Toronto and York Radial Railway Company.

8. AND THIS BOARD FURTHER ORDERS AND DETERMINES that the cost of the removal of the tracks of the respondent, The Toronto and York Radial Railway Company, in the Town of Mimico, directed by order of this Board dated the 16th day of July, 1918, including the amount payable by the Toronto and York Radial Railway Company to the applicant mentioned in paragraph 3 hereof is the sum of $44,147.90.

9. AND THIS BOARD FURTHER ORDERS AND DETERMINES that of the said last mentioned sum there is attributable to betterment or improvement of the rails, ties, roadbed, poles, wires or other equipment of the railway of the Respondent, The Toronto and York Radial Railway Company, the sum of $8,760.56, which last mentioned sum is to be borne and paid by The Toronto and York Radial Railway Company, without contribution thereto by the applicant or other respondents, leaving the sum of $35,379.34 to be apportioned among the applicant and the respondents, The Toronto and York Radial Railway Company and the Corporation of the Town of Mimico in the proportions fixed by the order of this Board dated 16th day of July, 1918.

10. AND THIS BOARD FURTHER ORDERS AND DETERMINES that the amount payable by the respondent, the Corporation of the Town of Mimico, to the respondent, The Toronto and York Radial Railway Company, in respect of the removal of the said tracks in the Town of Mimico is the sum of $15,920.20, with interest on the sum of $14,956.88, a portion thereof from the 31st day of March, 1920, until paid at the rate of six per cent. per annum, and that the said sum and the interest thereon shall be paid by the respondent, the Corporation of the Town of Mimico, to the respondent, The Toronto and York Radial Railway Company, on the 31st day of December, 1921.

11. AND THIS BOARD FURTHER ORDERS AND DETERMINES that the amount payable by the applicant in respect of the removal of the said tracks in the Town of Mimico is the sum of $11,414.09, with interest on the sum of $10,723.10, a portion thereof from the 31st day of March, 1920, until paid at the rate of six per cent. per annum.

AND DOTH ORDER AND DIRECT that the said sum of $11,414.09, with interest as aforesaid be paid by the applicant to the respondent, The Toronto and York Radial Railway Company.

12. AND THIS BOARD FURTHER ORDERS that the applicant do pay the sum of $20.00 Law Stamps on this Order, but does not see fit to make any further order as to costs.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6137.

Between:

The Corporation of the Township of Coleman,

Appellant.

—and—

Bailey Silver Mines, Ltd.,

Respondent.

—Assessment Appeal—

Mar. 2nd. Hearing, pursuant to Appointment, 1 p.m., Court House, Haileybury. Appeal dismissed. Question as to definition of "Manufacturer" reserved.

Mar. 10th. Judgment delivered.

Mar. 31st. Approved draft Order filed.

Apr. 1st. Order.

OPINION OF THE BOARD

The Board on the conclusion of the hearing of these matters dismissed the appeals as to the main questions on the grounds (1) That the concentrators being exempt from assessment under Section 40, Subsection (4) of "The Assessment Act," were also necessarily exempt from business assessment, as there is no assessed value of the concentrators with reference to which the business assessment may be computed under Section 10 of that Act; and (2) That the concentrators being exempt from assessment, and therefore exempt from taxation under Section 40, Subsection (4) of the Act, are totally exempt from assessment and taxation, that is are exempt for all purposes including business assessment.

A subsidiary question was raised as to the percentage to be charged against these companies for business assessment in respect of the land used or occupied by them, and which is admittedly assessable. The Township Counsel says that the companies should be charged sixty per cent. of the assessed value of such land under Section 10, Subsection (1), paragraph (d); the companies contending that the charge should be twenty-five per cent. under Section 10, Subsection (1), paragraph (j). The issue raised calls for a determination of the question whether or not the companies are "manufacturers."

No evidence was given as to the processes carried on by the companies, but it is common knowledge that the companies carry on mining and metallurgical operations looking eventually to the segregation of the metal silver—from the dross with which in nature it is found associated. Now if the processes carried on by these companies in these plants lead to the ultimate objective aimed at—the segregation of the metal silver—the Board is of the opinion that these processes may be designated processes of manufacture, and the companies carrying them are manufacturers. In Bouvier's Law Dictionary "manufacturer" is defined as "one engaged in the business of working raw material into wares suitable for use." The native ore fits precisely the designation "raw material," and the metal silver is suitable for a variety of uses by the silversmith, the electroplater, etc.

Even though the final product of these plants is not the metal silver, and their product is only an intermediate concentrate, which at some other place, and by some other company or agency, is subjected to further treatment before

the metal silver emerges, the Board is of the opinion that the companies are nevertheless manufacturers since in these plants they carry on an essential preliminary part of the "business of working raw materials into wares suitable for use."

The companies should be assessed for business assessment as manufacturers, for a sum equal to sixty per cent. of the assessed value of their land so used and occupied and properly assessable.

There will be no costs to either party, but the Township will pay a fee of $10.00 in Law Stamps on the Order.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Dated at Toronto, the eighth day of March, A.D., 1921.

Order

March 10th, 1921.

Upon the application of the above named Appellant by way of appeal from the decision of His Honor, Henry Hartman, Esquire. Judge of the District Court of the District of Temiskaming, given on the 5th day of August, 1920, allowing appeal of the above named Respondent against the business assessment placed by the Appellant's assessor on the Respondent's concentrator; in the presence of counsel for the said parties, and upon hearing the evidence adduced on behalf of the Appellant, and upon hearing what was alleged by Counsel aforesaid.

This Board doth order that the said appeal be and the same is hereby dismissed.

This Board doth further order that the Respondent shall be assessed as a manufacturer for business assessment for the sum of $3,528.00 for the year 1920, being sixty per cent. of the assessed value of the land so used and occupied by the said Respondent and properly assessable.

This Board doth further order that the Appellant pay a fee of $10.00 in Law Stamps on this Order.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 6138.

Between:

The Corporation of the Township of Coleman,

Appellant,

—and—

The Dominion Reduction Co., Ltd.,

Respondent.

—Assessment Appeal—

Mar. 2nd. Hearing, pursuant to Appointment, 1 p.m., Court House, Haileybury. Appeal dismissed.

Mar. 8th. Judgment delivered. (See P. F. 6137).

Mar. 31st. Approved draft Order filed.

Apr. 1st. Order.

ORDER

March 10th, 1921.

Upon the application of the above named Appellant by way of appeal from the decision of His Honor, Henry Hartman, Esquire, Judge of the District Court of the District of Temiskaming, given on the 5th day of August, 1920, allowing appeal of the above named respondent against the business assessment placed by the Appellant's assessor on the Respondent's concentrator, in the presence of counsel for the said parties, and upon hearing the evidence adduced on behalf of the Appellant, and upon hearing what was alleged by Counsel aforesaid.

This Board doth order that the said appeal be and the same is hereby dismissed.

This Board doth further order that the Respondent shall be assessed as a manufacturer for business assessment for the sum of $2,214.00 for the year 1920, being sixty per cent. of the assessed value of the land so used and occupied by the said Respondent and properly assessable.

This Board doth further order that the Appellant pay a fee of $10.00 in Law Stamps on this Order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 6147.

In the Matter of the Application of the Corporation of the Township of York, under Statute of Ontario, 6 George V, Chapter 100, as amended by Chapter 98 of the Statutes of Ontario, 7 George V, Section 1, for approval of its By-law No. 5126, to authorize the construction &c. of Main and Water Pipe to be used as a Trunk Main and Service Pipe in Kilbarry and other Streets in Sections "A" and "B" of the said Township.

Mar. 31st. Draft Order filed.

Mar. 31st. Order issued.

ORDER

August 30th, 1920.

UPON THE APPLICATION of the said Corporation, and upon reading the affidavit of Russell Pierce Locke, the certified copy of the said By-law and the other material filed, and upon hearing what was alleged by Counsel for the Applicant, and no one appearing in opposition to the Application, although public notice of the hearing of the same this day was duly given as directed by the Board.

THE BOARD ORDERS, under and in pursuance of the provisions of Chapter 100, Ontario Statutes, 1916, as amended by Chapter 98 of the Statutes of Ontario, 7 George V, Section 1, that the said By-law No. 5126, intituled "By-law Number 5126. To authorize the construction, maintenance and operation of a Main or Water Pipe to be used as a twelve inch trunk Main and a Service Pipe in Kilbarry Road, Russell Hill Road, Coulson Avenue, Keele Street, Weston Road, Hillary Avenue, Kane Street, Ewart Avenue, Silverthorne Avenue, Rogers Road, Caledonia Avenue, Corby Avenue, Gilbert Avenue, Hillary Avenue and Dufferin Street, Section "A"; and Bloor Street and Mosson Road in Section "B", in the Township of York," be and the same is hereby approved.

(Sgd.) D. M. McINTYRE,

(Seal) *Chairman.*

PROCEDURE FILE 6175.

In the Matter of the Petition of Mrs. I. L. Parker, and others, under Section 9 of "The Local Improvement Act," against the construction as a Local Improvement of an asphalt and wood block pavement on Somerset Street, from Bank to Bay Street, in the City of Ottawa.

Feb. 15th. Draft Order filed.

Feb. 22nd. Order issued.

ORDER

October 29th, 1920.

The Application of the above named Petitioners, under Section 9 of "The Local Improvement Act," against the construction, as a Local Improvement, of an asphalt and wood block pavement on Somerset Street, from Bank Street to Bay Street, in the City of Ottawa, having come on to be heard before Mr. Commissioner Ellis at a special sittings held by him at the City of Ottawa on the 1st day of October, 1920, for the purpose of reporting thereon to the Board, as provided by Section 9 of "The Ontario Railway and Municipal Board Act," in the presence of the said Petitioners, and of the City Solicitor and the City Engineer of the City of Ottawa; and the said Commissioner having reported in writing upon the said Petition to the Board under date of October 29th, 1920, and such report having been adopted by the Board as the basis of the Board's Order;

1. THE BOARD DOTH ORDER AND DIRECT that the Municipal Council of the Corporation of the City of Ottawa do proceed with the said Local Improvement Work under The Local Improvement Act.

2. THE BOARD DOTH FURTHER ORDER AND DIRECT that in each and every year during the currency of any of the outstanding unpaid debentures issued in respect of the former Local Improvement Work for the paving of the said portion of the said street, no higher special rate per foot frontage shall be imposed upon any lot assessed or assessable in respect of both the former work and the proposed work, than the special rate imposed upon such lot in respect of the former work, in such year.

3. AND THE BOARD DOTH FURTHER ORDER AND DIRECT that except as provided by Section 2 of this Order, the said Petition be, and the same is hereby dismissed.

4. THE BOARD DOTH FURTHER ORDER AND DIRECT that the cost of the said hearing be fixed at the sum of Ten Dollars ($10.00), and that the Corporation of the City of Ottawa do cause to be affixed a Law Stamp of like amount to this Order

(Sgd.) D. M. McINTYRE
Chairman.

(Seal)

PROCEDURE FILE 6175B.

In the Matter of the Petition of Mrs. I. L. Parker, and others, under Section 9 of "The Local Improvement Act," against the construction of a concrete sidewalk on the south side of Somerset Street, from Bank Street to Lyon Street, in the City of Ottawa.

Feb. 15th. Draft Order filed.

Feb. 22nd. Order issued.

October 29th, 1920.

The Petition of the above-named Petitioners, under Section 9 of "The Local Improvement Act," against the construction of a concrete sidewalk on the south side of Somerset Street, from Bank Street to Lyon Street, in the City of Ottawa, having come on to be heard before Mr. Commissioner Ellis, at a special sittings held by him at the City of Ottawa, on the 1st day of October, 1920, for the purpose of reporting thereon to the Board, as provided by Section 9 of "The Ontario Railway and Municipal Board Act," in the presence of the said Petitioners and of the City Solicitor and the City Engineer of the City of Ottawa; and the said Commissioner having reported in writing upon the said Petition to the Board under date of October 29th, 1920, and the said report having been adopted by the Board as the basis of the Board's Order:

1. THE BOARD DOTH ORDER AND DIRECT that the Council of the Corporation of the City of Ottawa do proceed with the construction of the said sidewalk as a Local Improvement Work under the provisions of "The Local Improvement Act."

2. THE BOARD DOTH FURTHER ORDER AND DIRECT that the said Corporation shall, in addition to the Corporation's share of the cost of the work under the same Act, assume and pay one-half (½) of the cost of the work which, under the said Act, would otherwise be borne and paid by the property owners assessed in respect of the said work.

3. AND THE BOARD DOTH FURTHER ORDER AND DIRECT that except insofar as provided by Section 2 of this Order, the said Petition should be, and the same is hereby dismissed.

4. THE BOARD DOTH FURTHER ORDER AND DIRECT that the cost of the said Hearing be fixed at the sum of Ten Dollars ($10.00) and that the Corporation of the City of Ottawa do cause to be affixed a Law Stamp of like amount to this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6200.

Application by The Bolton Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

July 18th. Hearing continued.
Aug. 12th. Chairman's Report issued as Opinion of the Board.
Sept. 17th. Order.

REPORT

The undersigned, with the Board's Electrical and Telephone Expert, attended at Bolton on July 18th, 1921, for the purpose of enquiring into this matter, and heard the evidence of all parties interested. The Applicant was represented by Messrs. F. N. Leavens, Vice-President; Robert Smith, Secretary-Treasurer; and W. A. Caldwell, General Manager. The interests of the subscribers were looked after by W. H. Bouck, Esq., of the firm of Gordon Waldron, Esq., K.C., Toronto.

It may be noted that this Application was first heard on December 10th, 1920, by the Board's Expert, but owing to the absence of any definite and reliable figures as to the actual cost of operation and maintenance, final consideration of the matter was suspended until properly audited statements for 1920, and the first five months of 1921 were filed with the Board.

At the Hearing now under consideration, audited statements of the Applicant's operations, prepared by Messrs. Peters, Glatt and Rumble, Chartered Accountants, Toronto, covering the twelve months ending January 15th, 1921, and the four and one-half months ending May 31st, 1921, were submitted. These statements and other evidence adduced show that the Applicant's system comprises 834 telephones, the total investment, including building and land, being $52,245.29, of which amount $20,000.00 is paid-up stock, $11,423.09 current liabilities, the balance of $20,822.20 being a reserve for depreciation. The Applicant has also current assets amounting to $6,267.24, of which $5,060.00 is invested in victory bonds. The statement of income and expenditure for the year ending January 15th, 1921, shows a net revenue of $2,103.81, after providing seven per cent. for depreciation. In conformity with the Board's practice in regard to depreciation, the reserve set aside should not exceed five per cent. per annum upon the plant investment. Allowing for this correction the net revenue would be increased by $610.90, making a total of $2,714.71. The disposition of the net revenue is as follows:

Net Revenue, allowing for five per cent. depreciation		$ 2,714 71
Deductions:		
Dividend six per cent. on $20,000	$ 1,200 00	
Directors' Fees	300 00	
Bonuses to Employees	625 00	$ 2,125 00
Profit		$ 589 71

If, however, an eight per cent. dividend had been paid the net profit would be reduced to $189.71.

It must be noted that the total sum paid for wages, other than for operators, in 1920 was $924.35, which amount covers repairs, construction, management, and secretary-treasurer's remuneration. It is apparent that a telephone system serving 834 subscribers cannot be properly managed and maintained for such an expenditure as that referred to, and the evidence of the Applicant's witnesses disclosed the fact that present conditions cannot continue if an efficient service is to be furnished. The Applicant, therefore, at the beginning of this year, arranged for the permanent services of a repairman at a salary of $1,080.00 per annum, and increased the salary of the manager to $1,200.00; also that of the Secretary-Treasurer from $150.00 to $300.00 per annum. In comparison with the wages prevailing in this Province for similar services the amounts named cannot be considered as being in any sense excessive, therefore the increased expenditures referred to are not open to question. The Applicant also found it necessary to increase the salaries of four-day operators to an amount aggregating $576.00 per annum, or $12.00 per month per operator. An additional $300.00 per annum was further provided for a night operator. All these increased items would appear to be reasonably necessary in view of conditions prevailing elsewhere.

It was further pointed out that under the terms of a proposed contract for interchange of service with The Bell Telephone Company, which will provide for a new scale of remuneration, the Applicant will incur a loss of revenue by the elimination of "Other line" charges, amounting to approximately $100.00 per annum. This loss, however, will be the subscribers' gain, as they will not be required to pay an "Other Line" charge upon each long distance conversation.

Taking the foregoing figures into consideration the following would appear to be a reasonably accurate forecast of the Applicant's financial requirements for the year 1921:

Maintenance Wages	$ 2,615 00	Auditors' 1921 Report full year at 4½ months	
Operating Wages	3,034 00	actual	
Maintenance Supplies	1,300 00	Secretary's estimate	
Automobile expense	392 20	1920 actual	
Printing and Stationery	86 30	" "	
Postage	60 71	" "	
Insurance, taxes on bldg.	177 40	" "	
Light and heat	196 37	" "	
Office cleaning	52 25	" "	
Audit fees	125 00	" "	
Directors' fees	300 00	" "	
Central office expense	57 01	" "	
Sundry office expense	77 00	4½ months 1921	
Taxes	90 00	4½ months 1921	
Interest 6% on $7,000	420 00		
	$ 8,983 24		
5% depreciation on plant	2,400 00		
8% dividend on $20,000	1,600 00		$12,983 24
Income at present rates	11,700 00		
Victory bond interest	275 00		
	$ 11,975 00		
Less loss on "Other Line" charges	400 00		11,575 00
Annual deficit			1,408 24
Deficit per telephone			$ 1 69

Assuming that the Applicant's expenses, other than wages and maintenance supplies, in 1921, do not exceed those of 1920, it is clear that, after allowing for the loss due to the elimination of "Other Line" charges, an additional revenue of not less than $1.70 per telephone is necessary to enable the Applicant to set aside five per cent. for depreciation and pay a dividend of eight per cent., not upon the total investment, but upon the paid-up stock of $20,000.00.

It is recommended that any authority to increase the Applicant's present charges shall be conditional upon the employment of a night operator other than the present occupant of that position. It is obvious that the holder of this dual

position cannot give the system the full benefit of his services in the day and perform satisfactorily the duties of operator at night. The present arrangement while costing the Applicant an additional $300.00 per annum, is no improvement upon that which the Board's Expert condemned at the Hearing in December last. It is therefore suggested that subject to the employment of a competent person as night operator, and the elimination of all extra charges to subscribers for night calls, the Applicant be authorized to charge an additional $2.00 per annum, per telephone for service, the said increase to date from July 1st, 1921.

There should also be a direction to the Applicant to make such changes in its system of accounting as will ensure the proper apportionment of expenditures upon maintenance, replacement or reconstruction, and construction to each such account, respectively: and further that the provisions of Section 93 of "The Ontario Telephone Act, 1918," in regard to the moneys set aside as a reserve for depreciation be strictly observed.

These recommendations do not take into consideration, apart from the provision of five per cent. per annum for depreciation, the question of replacement of plant and equipment, or the liquidation of the Applicant's outstanding loan of $7,000.00 and bank overdrafts of $3,400.00, for the reason that this indebtedness being incurred as an alternative to the issue of additional capital stock, its repayment cannot become a burden upon the subscribers. The assets of the Applicant are amply sufficient to enable it to meet all indebtedness, and with the addition of its depreciation reserve to carry out all necessary reconstruction and replacement of its plant and equipment. The subscribers will have fulfilled their obligations by the payment of a rental which will produce a revenue sufficient to provide a depreciation reserve, pay the interest upon all money borrowed, and return a reasonable dividend upon the paid-up stock.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Dated at Toronto, the 12th day of August, A.D., 1921.

ORDER

September 17th, 1921.

UPON THE APPLICATION of the above-named Applicant, upon reading the Report of D. M. McIntyre, Esquire, Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and the other material filed.

THE BOARD ORDERS, subject to the several conditions prescribed in this Order, that the applicant, The Bolton Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from July 1st, 1921:

For Local Service	$ 21 25 per annum
For Rural Party Line Service	17 50 per annum

These charges to be subject to a discount of twenty per cent. upon all amounts paid within thirty days from the date of rendering the account for same.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall, on December 31st, 1921, and each year thereafter, set aside out of its earnings a sum equal to not less than

five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year, the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be expended in new construction or extensions or additions to the property of the company, or with the like approval may be invested in interest-bearing securities: and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new constructions, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall on or before the fifteenth day of January in each year furnish the Board with a Report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December, in the preceding year, (*b*) the amount of such fund which has been temporarily used in the purchase of securities, (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6238.

Between:

John Murray,

Applicant,

—and—

The Corporation of the City of Stratford,

Respondent.

(Application, under subsection (14) of section 94 of "The Public Health Act," as enacted by section 10, Chapter 41, Ontario Statutes, 1918, re Sewerage System).

Sept. 7th. Hearing, pursuant to Appointment, (to consider procedure to be adopted and the further proceedings to be taken), 11 to 11.45 a.m. at Board's Chambers. Adjourned 'sine die' pending inspection and report by Provincial Board of Health,—3 copies of Report to be filed with this Board, (1 copy to be sent to each party by this Board.)

Sept. 29th, Report of Provincial Board of Health filed.

PROCEDURE FILE 6264.

Between:

The County of Carleton,

Applicant,

—and—

The Department of Public Highways,
The Treasury of Ontario,
The Township of Nepean,
The Township of North Gower, and
The Township of Marlborough,

Respondents.

(Appeal re Apportionment of cost of "Prescott Highway").

Feb. 11th. Hearing, pursuant to Appointment, 10.30 a.m. to 6 p.m., Court House, Ottawa. Judgment reserved.

July 4th. Judgment delivered.

July 14th. Order.

OPINION OF THE BOARD.

This is an appeal by the County of Carleton against an apportionment made by the Engineer of the Department of Public Highways against the County of the cost of certain work done by the Department for the year ending 31st January, 1920, upon a highway in the County which had been designated by the Lieutenant-Governor in Council as a Provincial Highway. The Provincial Highway Act (7 Geo. V, Cap. 16) and amending Acts, are the authority for doing the work and apportioning the cost as proposed. Section 11 of the Act provides that the municipality in which work of construction or repair and maintenance is done shall repay to the Province thirty per cent. of the expenditure made by the Department within such municipality. This percentage of contribution was reduced by 10 and 11 Geo. V, Cap. 23, Sec. 2, to twenty per cent., but this reduction is not applicable to the cost here in question.

Section 12 of the Act provides a code for the apportionment to be made by the Engineer of the Department. Subsections (1) to (7), both inclusive, clearly show that the apportionment of cost is to be made primarily against local municipalities according to the circumstances and standards prescribed by those subsections. Subsection (6) sets out the circumstances which warrant the Engineer in apportioning the cost in whole or in part to the Corporation of the County. As this subsection stood originally the Engineer was authorized to shift the incidence of cost from the local municipalities wholly or partly to the County, where the expenditure to be apportioned was incurred in respect of a highway which at the time of its designation as a Provincial Highway had been a County Road. The condition in subsection (8) requiring that the highway should have been a county road before its designation as a Provincial Highway was repealed by 9 Geo. V, Cap. 17, Section 8, and the repeal was declared to be retroactive as from the 1st January, 1918.

It is in evidence that the first apportionment of cost for Provincial Highways in the County of Carleton was made in respect of work done in the year from January 1918, to January 1919, (notes of evidence p. 15), and it was made against the local municipalities, townships in all cases. When questioned as to

the reasons which governed the Engineer in making this, the second apportionment, against the County rather than against the Townships, as in the case of the first apportionment, Mr. McLean, the Deputy Minister of Public Highways, entered upon a lengthy statement, which was subsequently substantiated by Mr. Hogarth, the Chief Engineer of the Department, who had made both the first and second apportionments. This statement was to the following effect:

(Notes p. 15 et seq); After the doing of the work which was the subject of the first apportionment, a considerable expansion of the Provincial Highway System had been made, and certain additions made to the Highway Improvement Act authorizing Provincial County Roads; under this legislation a number of Provincial County Roads were designated in counties, and amongst them in the County of Carleton; in respect of Provincial County Highways the County pays forty per cent. of the cost, and the balance is paid by the Province.

But besides bringing into being this new kind of highway—the Provincial County Road—There was a great expansion of the Provincial Highway system so that now 1,800 miles of this class of highway have been designated in the Province. In the County of Carleton there are now four or five Provincial Highways and one Provincial County Road; whereas at the time of the first apportionment of cost of Provincial Highways in the County there was only one Provincial Highway, the Ottawa and Prescott Highway. In designating in the County of Carleton certain highways as Provincial Highways one of the objects of the Department was to serve equally all parts of the County as far as possible. That this object has been achieved within reasonable limits is shown by a perusal of Exhibit No. 4, which shows that no less than ninety-three miles of Provincial Highways have been designated by the Lieutenant-Governor in Council under the Act. The County of Carleton is a very compact county, and an examination of the plans on file with the Board showing the Provincial Highways and the Provincial County Roads shows that the entire county in every part is very fully served.

Besides the two classes of highway above referred to there is a third to which reference should be made, namely, the system of County Highways under The Highway Improvement Act,(R.S.O., Chap. 40). Every County in the Province, including Carleton, has under this Act established a system of County Highways, and to this class of highway the County contributes sixty per cent. of the cost, and the Province forty per cent. On a mileage basis this sixty per cent. of the cost of a county road is estimated by Mr. McLean to be equivalent to the twenty per cent. of the cost of a Provincial Highway contributed by the County; this being due to the superior quality and cost of the latter class of highway. (p. 34 of notes).

This summary of Mr. McLean's evidence shows that there are at least three classes of highways in the County of Carleton, of which on this application cognizance should be taken, County Roads, Provincial County Roads, and Provincial Highways—all of which are subsidized in varying degrees by the Province, and linked together and related to one another so as to furnish a convenient system of communication throughout the County. Mr. McLean says: (p. 24 of the notes) "It is impossible to detach any one class of road from all others." With this statement of Mr. McLean the Board is in agreement, and is of the opinion that these various classes of highways, all subsidized by the Province, all the outcome of one policy of the Legislature, aiming to improve the highways of the Province, and of every County in the Province, cannot be disassociated, but must

be regarded as inter-related when seeking to determine, as on this application, whether the burden sought to be imposed on the County is to be deemed "just and equitable."

Subsection (8) of Section 12 of "The Provincial Highway Act," which is the Engineer's warrant for shifting the cost of the County Corporation reads thus:

"The amount or proportion of expenditure which would under this Act be apportioned to the local municipality may, if deemed just and equitable, be apportioned in whole or in part by the Engineer to the Corporation of the County," etc.

The test here laid down is the justice and equity of placing the burden on the County rather than on certain Townships. On this Mr. McLean testifies: (p. 23 of the notes) "I believe the system is one which serves the County of Carleton with perhaps exceptional equality." Again Mr. McLean at p. 23 of the notes says. "I regard it (the system of highways in Carleton) as particularly equitable." At p. 42 of the notes Mr. Hogarth, the Chief Engineer of the Public Highways Department, says in effect that when designating the Provincial Highways, regard was had to their suitability for Township and County purposes, and also for the purposes of the Province. Again at p. 45 of the notes in explanation of the change between the first appropriation of cost which was against the Townships, and the second, which was against the County, Mr. Hogarth says that the change was induced by the development of other roads, particularly the initiation of Provincial County Roads, and the multiplication of Provincial Highways in the County. At p. 46 Mr. Hogarth says: "the roads are so distributed that almost all the people are within a very short distance or actually on some of the improved roads." In answer to a question, at p. 48 of the notes, Mr. Hogarth says:

Q. Were you led to that conclusion (to tax the County and exonerate the Township) by reason of the fact that the average of benefit (to the Townships) from all these classes of Provincial subsidized roads was about the same?

A. Essentially so.

In view of the evidence and the foregoing considerations the Board cannot conclude that the Engineer erred in determining that it was just and equitable that the apportionment should be made to the Corporation of the County of Carleton rather than to some of the Townships. The apportionment will therefore not be disturbed, and the appeal of the County will be dismissed, but without costs. The County will pay $15.00 in Law Stamps on the Board's Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Dated at Toronto, the 4th day of July, 1921.

ORDER

July 4th, 1921.

1. This application having come on for hearing at the City of Ottawa in the County of Carleton, on Friday, the eleventh day of February, 1921, which application is by way of appeal from the apportionment of the Chief Engineer of the Department of Public Highways for the Province of Ontario, made under sub-section 8 of section 12 of "The Provincial Highway Act," as amended by 9

Geo. V, Chapter 17, Section 3, in the presence of counsel for all parties, and upon hearing the evidence adduced and what was alleged by counsel aforesaid, and this Board having been pleased to reserve its judgment until this day;

2. THIS BOARD ORDERS that the said application by way of appeal be and the same is hereby dismissed.

3. THIS BOARD FURTHER ORDERS that the applicant do forthwith pay $15.00 in Law Stamps on this Order.

4. THIS BOARD FURTHER ORDERS that save as aforesaid each party hereto shall pay its own costs of and incidental to the said application.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 6270.

Application by the Commissioners for the Telephone System of the Township of Colborne, under Section 18 of "The Ontario Telephone Act, 1918," for authority to erect poles and wires upon and along the same highways and upon and along which the pole leads of The Goderich Rural Telephone Co., Ltd., are already erected.

Oct. 24th. Order, restraining the Commissioners for the Telephone System of the Township of Colborne from paralleling pole leads &c. of The Goderich Rural Telephone Co., Ltd., and particularly along the Concession Road between 9th and 10th Concessions in Western Division of the Township of Colborne.

Oct. 24th. Order, dismissing application of Township of Colborne to erect poles and wires on certain highways.

Order

October 24th, 1921.

Upon the application of the Applicant for an Order that the Respondents be restrained from erecting telephone poles or wires upon or along or adjacent to and parallel with any portion of a highway upon or along which the pole leads of the Applicant are already erected, and particularly along the concession road between and known as the 9th and 10th Concessions in the Western Division of the Township of Colborne, in the County of Huron, extending from Lot One to Lot Six in the said Concessions, and from Lot Nine to Lot Ten in the said Concessions, and to compel the Respondents to remove all poles, wires or other telephone material placed by them upon, along or adjacent to or parallel with the lines of the applicant upon the said concession road; upon reading the affidavit of Thomas Strothers and the Oral evidence adduced and other material used before this Board for the Applicant and Respondents, and upon hearing Counsel for the Applicant and Respondents,

1. THE BOARD ORDERS that the respondents, their servants, agents and workmen, be and they are hereby enjoined and restrained from erecting poles, lines and wires along or adjacent to or paralleling the poles, lines and wires of the applicant above described on the said Concession road between the said 9th and 10th Concessions of the said Township of Colborne.

2. AND THE BOARD FURTHER ORDERS that the respondents do within one month from the date of this Order remove all poles, wires, lines, leads or other telephone material placed by them on the said Concession road between

the said 9th and 10th Concessions in the Western Division of the said Township of Colborne parallel to the Applicant's Telephone System, extending from Lot One to Six, inclusive, in the said concessions.

3. AND THE BOARD FURTHER ORDERS that the costs of this motion be fixed at the sum of One Hundred dollars and shall be paid by the Respondents to the Applicant.

AND THE BOARD FURTHER ORDERS that the Respondents shall pay the sum of Ten Dollars for Law Stamps on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Order

October 24th, 1921.

Upon the application of the Applicant for permission to erect poles upon the following highways:

(1). From the end of the present lead line on the Lake Shore Road north along the Lake Shore Road to the boundary of Colborne and Ashfield;

(2). From the end of the present lead line at the corner of the 9th and 10th Concessions of the Township of Colborne and the Loyal sideroad north along the said sideroad to the boundary of the Townships of Ashfield and Colborne;

(3). From the end of the present lead line opposite the farm of William Walters, Lot one in the 6th Concession, Western Division of the Township of Colborne, along the highway to the farm of Ernest Jackman;

(4). From the end of the present lead line on the 9th and 10th Concessions east along said Concession to Lot number three, Eastern Division of the said Township; Upon hearing the oral evidence adduced and other material used before this Board, and upon hearing what was alleged by Counsel on behalf of the Applicants and Respondents.

1. THE BOARD ORDERS that the application of the Applicants for the said permission be and the same is hereby refused and said motion is hereby dismissed.

AND THE BOARD FURTHER ORDERS that the Applicants shall pay the sum of $5.00 for Law Stamps on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6275.

Between:

The London and Port Stanley Railway Company,

Appellant,

—and—

The Corporation of the Village of Port Stanley,

Respondent.

—Assessment Appeal—

Feb. 24th. Order issued in form of draft filed.

ORDER

November 15th, 1920.

UPON THE APPLICATION of the above-named Appellant, in the presence of the Respondent, upon hearing the evidence adduced on behalf of the Appellant and Respondent, and upon hearing Counsel for the Appellant and Respondent,

THE BOARD ORDERS as follows:—

(1). The assessment of the parcels referred to as parcels in group one in the opinion of the Board, and which may be better known and described as follows, that is to say: Parts Lots 26, 27 and 28, north of Warren Street; Parts of Lots 29, 30, 31 and 32, north of Warren Street; Parts Lots 1 and 2, south of Warren Street; Parts of Lots 1 and 8, east of Elizabeth Street; Parts of Lots 8 to 15, west of Elizabeth Street; Parts Lots 1 to 7, East of Catherine Street; North side of Bridge Street to Creek (Lot 1 to 5, Water Street, Lots 1, 2, 3, 4 and 5, south of George Street, Lots 1 to 5, north of Smith Street, Lots 1 to 17, west of Beach Street, Lots 18 to 35, east of Beach Street, in all 50 lots); Lots east of Maude Street; Parts of Lots 70 and 71, west of Maude Street; Parts Lots 50 and 51, east of Bessie Street; Part Lot 31, west of Bessie Street; Part Lot 11, east of William Street; Parts Lots 6 to 15 (being Right of Way) south of Erie Street. All lots being as laid down on Registered Plans 117 and 176—is hereby confirmed and the appeal in respect of them is hereby dismissed.

(2). The assessment of cafeteria and tea house in group 2, referred to in the said opinion of the Board, is hereby confirmed, but these parcels shall be entered on the Assessment Roll as Restaurants, and the said roll shall be amended accordingly.

(3). The appeal against the assessment of the parcel known as the Incline Railway is hereby allowed and the said assessment roll shall be amended by striking therefrom the assessment of the said Incline Railway.

(4). The assessment of the parcels referred to as parcels in group three, in the Opinion of the Board, and which may be better known and described as follows, that is to say:

663 feet on Beach Street to London and Port Stanley tracks;
663 feet from London and Port Stanley tracks to top of hill;
663 feet from top of hill to the Back Road (Lake Road);

is hereby reduced to the sum of $34,476.00, and the said assessment roll shall be amended by entering the said parcels as Lots Numbers 1, south of the Lake Road, and 2, 3, 4 and 5, north and south of Smith Street, and all of Smith Street lying west of the east limit of Lot 5 aforesaid, north of Smith Street (or south of the Lake Road) produced south across said Street, according to registered Plan Number 117, and the said assessment roll shall be amended by entering the Corporation of the City of London as tenants as well as The London and Port Stanley Railway Company as owners of the lands assessed to the London and Port Stanley Railway Company in the said assessment roll.

(5). There shall be no costs to either the Appellant or the Respondent, but the Appellant and Respondent shall each pay $5.00 in Law Stamps, being one-half of the Board's fee of $10.00 on this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6280.

In the Matter of the Application of the Corporation of the Township of York, under the Statutes of Ontario, 6 Geo. V, Chap. 100, Sec. 5, as amended by 7 Geo. V, Chap. 98, for approval of its By-law No. 5257.

Feb. 12th. Draft Order filed.

Feb. 14th. Order issued.

ORDER

November 17th, 1920.

UPON THE APPLICATION of the said Corporation, and upon hearing read the affidavit of William A. Clarke, Clerk of the said Township of York, a copy of the said By-law and the other material filed,

THE BOARD ORDERS that under and in pursuance of 6 Geo. V, Chap. 100. and 7 Geo. V, Chap. 98. the said By-law No. 5257, entitled "York Township By-law No. 5257. A By-law to authorize the construction, maintenance and operation of a system of Water Works in the defined section or area of the Township of York, in the eastern part of the said Township." be and the same is hereby approved.

AND IT IS ORDERED under the provisions of the aforesaid Acts that a certificate be granted approving of the said By-law of the Corporation of the Township of York.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6298.

Application by The Bruce Municipal Telephone System under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

May 18th. Order.

ORDER

May 18th, 1921.

UPON THE APPLICATION of the above-named Applicants, upon reading the Report of Donald M. McIntyre, Esquire, K.C., Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and other material filed,

THE BOARD ORDERS that the Applicants, the Commissioners for the Telephone System of the Municipality of the Township of Bruce, be authorized to charge the following rates for telephone service for the years ending December 31st, 1920 and 1921:

To Subscribers ..... Said amount to cover instalments of Principal and Interest and cost of Maintenance.	$ 23 00 per annum
To persons not being subscribers within the meaning of subsection (g) of section 2 of "The Ontario Telephone Act, 1918"	17 00 per annum

And the Board makes no order for costs, save and except that the Applicants shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

(Seal)

PROCEDURE FILE 6308.

Between:

The Municipal Corporation of the Township of Hilliard,

Applicant,

—and—

The Municipal Corporation of the Township of Kerns,

Respondent.

For an Order fixing the price to be offered by the Applicant to the Respondent for the purchase of certain telephone plant and equipment now being operated as a part of The Kerns Municipal Telephone System and located in the Township of Hilliard and the Village of Thornloe.

March 2nd. Hearing, pursuant to Appointment, 3 p.m., Court House, Haileybury. Adjourned until called ('sine die'). Inventory of plant to be furnished and valuation made by the Board's Expert.

Sept. 2nd. Opinion of Board delivered.

OPINION OF BOARD

This is an application by the Municipal Corporation of the Township of Hilliard, which intends to own and operate a telephone system in the said Township, the Township of Armstrong and the Village of Thornloe, to settle the terms and conditions for the acquisition of certain plant and equipment located in the said Townships and Village which now form a part of the Telephone System of the Municipality of Kerns, established under the provisions of Part II of "The Ontario Telephone Act."

The facts in connection with this application are as follows:

1. The Telephone System of the Municipality of Kerns was established in 1916 pursuant to the petition of certain residents in the Townships of Kerns, Hudson, Hilliard, Armstrong, Beauchamp, Henwood, Cane and Barber, and the Village of Thornloe, in accordance with the provisions of Part II of "The Ontario Telephone Act."

2. The Kerns system now comprises 147 petitioners' or subscribers' telephone services and 60 telephones rented to persons not being subscribers, the total indebtedness of the municipality incurred by the establishment of the system up to June 30th, 1921, being $16,232.49, of which $9,000.00 was raised by the issue of debentures repayable in ten annual instalments, and the balance by temporary loans and advances out of the general funds of the municipality.

3. The petitioners by their signatures to the petition praying for the establishment of the system agree each with the other and with the Municipality of Kerns to pay in equal shares the cost of establishing and maintaining the proposed system by an annual rate to be levied upon their respective properties for the term of ten years.

4. The Municipality of Kerns has paid four annual instalments of principal and interest in respect of the debenture issue of $9,000.00, and there still remain to be paid six instalments of $1,222.81 each, which will require an annual levy of $8.30 upon the property of each petitioner, in addition to the cost of maintenance.

5. In addition to the remaining instalments in repayment of the debenture issue, the Municipality of Kerns has a floating debt of $7,232.49, incurred in establishing the telephone system, to repay which the Municipal Council has en-

acted a By-law providing for the issue of debentures in the sum of $8,000.00, which issue is as yet unsold.

6. The Municipality of Hilliard having decided to establish a telephone system in accordance with the provisions of Part I of "The Ontario Telephone Act, 1918," those petitioners for the establishment of the Kerns System, whose telephones are located in the Townships of Hilliard and Armstrong and the Village of Thornloe, to the number of eighteen, are desirous of taking telephone service from the proposed Hilliard System and wish to be relieved of further liability in respect of the Kerns System.

7. The Municipality of Hilliard is desirous of furnishing service to the aforesaid eighteen petitioners, and for that purpose wishes to acquire and incorporate as a part of its proposed system, that portion of the Kerns System which is located in the Townships of Hilliard and Armstrong and in the Village of Thornloe.

Upon the foregoing facts the Board is of the opinion that the eighteen subscribers wishing to withdraw from their present status of subscribers to the Kerns Municipal System cannot be relieved of their obligation as such subscribers until satisfactory arrangements have been made with the Kerns Municipal System to indemnify it for the loss of said subscribers apart from the loss of their contributions for maintenance and operation. This indemnification cannot be adequately made merely by directing the Municipality of the Township of Hilliard to pay to the Municipality of Kerns the appraised value of that part of the system of the latter within the limits of the Municipality of the Township of Hilliard. Such an adjustment would leave out of account the average cost per subscriber of the entire system, which includes the cost of trunk circuits between Thornloe and Milberta, a part of which cost should be borne, and is in fact, now borne by the eighteen subscribers proposing to withdraw from their status as subscribers of the Kerns System. It seems to the Board that an adequate adjustment can be made only by payment to the Municipality of Kerns of a sum of money sufficient to enable them to meet that part of the capital debt of the system now outstanding which the Commissioners are entitled to call upon the eighteen subscribers to pay. This sum can be ascertained by determining the present value of the payments on account of the debentures outstanding and interest thereon properly imputable to the eighteen subscribers who are withdrawing, and to the sum so found should be added a proportionate part of the debt incurred on capital account in respect of which debentures have not yet been issued. The following computation will show the mode of applying the foregoing principle:

Annual amount payable in Principal and Interest by the Municipality of Kerns, on debentures under By-law No. 147	$ 1,222 81
Apportionment of this amount amongst 147 subscribers....	8 32
Portion of annual payment account debentures, Principal and Interest, payable by eighteen subscribers to be transferred to the Municipality of Hilliard.....	149 76
Present value of $149.76, payable annually for six years, allowing 3½% per annum. present value of $1—$5.3286	798 01
Total floating debt owing by the Municipality of Kerns....	7,232 49
Apportionment of floating debt amongst 147 subscribers....	49 20
Portion of floating debt to be borne by eighteen subscribers to be transferred to the Municipality of Hilliard.....	885 60

Portion of debenture debt to be assumed by the Municipality of Hilliard	$798 01
Portion of floating debt to be assumed by the Municipality of Hilliard	885 60
Total amount to be assumed by the Municipality of Hilliard	$ 1,683 61

In the event of the Municipalities failing to adopt the Board's suggestion an opportunity will be afforded to all parties interested to submit any further evidence or argument which may be pertinent to the question at issue, viz, the amount necessary to satisfy the obligations of the aforesaid eighteen petitioners to the Municipality of Kerns assumed by them at the time of signing the petition praying for the establishment of a telephone system.

In its opinion as herein expressed the Board assumes that all amounts due to the Municipality of Kerns for principal and interest and the cost of maintenance for the year 1920 have been paid. Should this not be the case the said municipality will be entitled to payment of all such amounts as may be in arrears, without regard to any amount which may be determined under any agreement or by this Board in respect of this application.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6320.

Application by The Welland County Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

March 23rd. Order.

Order

March 23, 1921.

UPON THE APPLICATION of the above-named Applicant, upon reading the Report of Donald McIntyre, Esquire, Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and other material filed,

THE BOARD ORDERS, subject to the several conditions prescribed in this Order, that leave be granted to the Applicant to charge the undermentioned tariff charges for telephone service, to take effect as from April 1st, 1921, and to be payable quarterly in advance, except in the cases of temporary service furnished to summer residents the full charge for which in any one year shall be payable in advance:

For Individual Line Business Telephones	$ 30 00 per annum.
For Two-Party Line Business Telephones	25 00 per annum.
For Four-Party Line Business Telephones	21 25 per annum.
For Individual Line Residence Telephones	25 00 per annum.
For Two-Party Line Residence Telephone	22 50 per annum.
For Four-Party Line Residence Telephones	18 75 per annum.
For Rural Party Line Service	18 75 per annum.
For Extension Telephones	15 00 per annum.

The above-named charges to be subject to a discount of twenty per cent. on all amounts paid within thirty days from the date of rendering the account for same.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall, on December 31st, 1921, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be expended in new constructions, or extensions or additions to the property of the Company, or with the like approval, may be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new construction, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall on or before the fifteenth day of January in each year, furnish the Board with a Report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

A. B. Ingram,
Vice-Chairman.

(Seal)

Procedure File 6325.

Between:

Geo. Murphy, et al,

Applicants,

—and—

The City Gas Company (London),

Respondent.

—Increased charges for gas—

Jan. 19th. Hearing, pursuant to Appointment, 10 to 11.30 a.m., Court House, London. Judgment reserved.

Feb. 10th. Judgment delivered.

OPINION OF THE BOARD

This is an application by George Murphy, a resident of the City of London, and a consumer of gas supplied by the respondent. The complaint of the applicant is that the respondent is imposing upon consumers of its gas in the City of London a "readiness to serve" charge which is in effect an addition to the price of gas properly chargeable by the respondent, and therefore a breach of the respondent's obligation arising by reason of the legislation hereafter referred to.

The respondent was incorporated under the provisions of Chapter 65 of "The Consolidated Statutes of Canada" for the purpose of supplying gas to the City of London. Under various agreements and statutes the original Company's powers were extended, and it amalgamated with certain other local companies. One of these statutes—6 Edward VII, Chapter 129—authorized an increase of the capital stock of the Company, and by Section 7 fixed the price at which gas should be sold to all consumers on and after 1st July, 1911. This Section sets out one of the conditions on which the Company was to be permitted to carry on its business in the City of London. Section 7 reads as follows:

"7. The said Company shall on the 1st day of July, A.D. 1911, reduce the price of gas to all consumers within limits of the said City of London, as now existing or hereafter extended, to ninety cents net per thousand cubic feet of gas, whether used for illuminating purposes or otherwise, that is to say: the said Company may charge one dollar and twenty cents for each thousand cubic feet of gas, subject, however, to a discount of thirty cents per thousand cubic feet, to which the consumer will be entitled if the amount due by such consumer be paid within twenty days after the same becomes due, and shall continue thereafter to sell gas to all such consumers at a rate not greater than the said rate."

Provision is made by Section 8 of this Act for the imposition of a small monthly meter rental.

The respondent alleges that owing to the increased cost of material and labor and the rise of uncontrollable expenses it could not continue to supply gas at the rate of ninety cents per thousand cubic feet, and so had decided to make a monthly charge of eighty-five cents to each consumer as a "readiness to serve" charge. A notice to that effect was sent to each consumer about the 5th June, 1920, intimating that the new charge would be made on all bills rendered after 5th July, 1920. The intention of the respondent to make this charge was communicated to the Council of London through one of its committees, and as the result of an invitation from the Company an audit of the books of the respondent was made on behalf of the City. In the result a committee of the Municipal Council of London without, it appears, expressly assenting to the "readiness to serve" charge being made, suggested that, in lieu of the proposed uniform charge of eighty-five cents per month, a graded "readiness to serve" charge should be made, and this suggestion the respondent adopted and sent out the following notice to its consumers:

"NOTICE TO GAS CONSUMERS"

"At the request of the Gas Committee of the City Council the Company has consented to change the proposal to charge eighty-five cents to each consumer as a 'readiness to serve' charge, and substitute therefor the following:

Thousand Cubic Feet Gas Used per month	"Readiness-to-serve" Charge per month
Under 1	$ 35
1- 2	60
2- 3	85
3- 5	1 40
5-10	2 65
10-15	4 40
15-20	6 15
Over 20	10 00

"This charge to take effect upon all bills going out after July 5th. This scale was adopted, after considering all suggestions made by the Committee, as the most fair and equitable in regard to the emergencies that have arisen, and in the hope that it will be so accepted by our customers."

CITY GAS COMPANY OF LONDON."

It further appeared that pursuant to notice the respondent has been charging consumers of gas the "readiness to serve" charge above set out according to the quantity of gas consumed in each case; and the consumers, numbering some 11,000, have been paying this supercharge, with the exception of 100 or thereabouts.

There can be no doubt as to the obligation of the respondent to furnish gas to all its consumers in the City of London at a rate not greater than ninety cents per thousand cubic feet, with the right to charge in addition the meter rental set out in Section 8. The fact that owing, as alleged, to increased costs, the respondent is now unable to furnish gas at these rates and make a profit or even make ends meet, is no reason for relieving the Company from its clear statutory obligation. The question for decision by the Board is this, is the respondent violating its obligation in imposing the above "readiness to serve" charge? As to this the Board has no doubt. The very purpose of the legislation in question was to protect the consumer by fixing the maximum charge to be made for gas supplied to its customers by the respondent. If the Company is at liberty to superimpose other charges under whatever designation, the protection intended for the consumers of gas in the City of London is gone. Again if the Company is at liberty to impose a "readiness to serve" charge according to the schedule above set out, there seems to be no limit to which it may not go in increasing that charge.

An Order should issue declaring that the imposition by the Company of a "readiness to serve" charge is in excess of the Company's right, and a breach of the Company's statutory obligation and enjoining the Company from imposing such a charge in future upon consumers of its gas in the City of London.

There will be no costs to either party, but the Respondent Company will pay in Law Stamps on the Order Ten Dollars.

(Sgd.) D. M. McINTYRE,
Chairman.

Toronto, February 7th, 1921.

PROCEDURE FILE 6331.

In the Matter of the Petition of John Hunter, and others, for winter trolley service from Grimsby East, on the Hamilton, Grimsby and Beamsville Electric Railway.

Dec. 2nd. Hearing, pursuant to Appointment, 1 to 3 p.m., Town Hall, Grimsby. Cars to be operated from 5th December, 1921, to 5th January, 1922, as trial in order to see how many passengers will use the cars. (See Reporter's Notes).

PROCEDURE FILE 6342.

In the Matter of the Petition of Nelson King, et al, under Section 18 (1) of "The Municipal Act," for annexation to the Township of Thessalon of the east part of the Township of Lefroy.

March 24th. Order.

ORDER

December 14th, 1920.

This Application having been heard by the Board in the Council Chamber in the Town of Thessalon on the 14th day of December, A.D., 1920, at the hour of half-past one o'clock in the afternoon, public notice of the said hearing having been duly given as directed by the Board, upon reading the petition of the majority in number of the ratepayers resident in the said portion of the Township of Lefroy sought to be annexed, and upon reading the resolution of the Council of the Township of Thessalon in favor of such annexation, and the other material filed, and upon hearing the solicitor for the said petitioners and for the Township of Thessalon, and upon hearing the parties opposing this application, and the Board having reserved Judgment until this day,

1. THE BOARD DOTH ORDER, PROCLAIM AND ADJUDGE that all those certain parcels or tracts of land, situate, lying and being in the Township of Lefroy, in the District of Algoma and Province of Ontario, and being composed of:—

Firstly: All that portion of the Township of Lefroy which lies East of Sections four, nine, sixteen, twenty-one, twenty-eight and thirty-three;

Secondly: The East half of Section four, the East half of section nine, the East half of Section sixteen, the East half of Section twenty-one, the East half of Section twenty-eight and the East half of Section thirty-three;

be annexed to and form a part of the organized Municipality of the Township of Thessalon.

2. AND THE BOARD DOTH FURTHER ORDER, PROCLAIM AND ADJUDGE that the said annexation shall take effect as and from the first day of January, A.D., 1921.

3. AND THE BOARD DOTH FURTHER ORDER, PROCLAIM AND ADJUDGE that the said Municipality with the annexed territory hereinbefore mentioned shall continue to be known as the Municipality of the Township of Thessalon.

(Sgd.) D. M. McINTYRE,

(Seal) *Chairman.*

PROCEDURE FILE 6361.

Application by The Schomberg Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

March 9th. Hearing, pursuant to Appointment, 1.30 p.m., Town Hall, Schomberg. Application to be granted.

March 22nd. Order.

ORDER

March 22nd, 1921.

Upon the Application of the above-named Applicant, upon reading the Report of Donald McIntyre, Esquire, Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements, and other material filed,

THE BOARD ORDERS, subject to the several conditions prescribed in this Order, that leave be granted to the applicant to charge the undermentioned tariff charges for telephone service, to take effect as from April 1st, 1921:

For Individual Line Business Telephones.....	$ 25 00 per annum.
For Individual Line Residence Telephones....	23 12 per annum.
For Two-Party Line Residence Telephones....	21 87 per annum.
For Rural Party Line Service.....	20 62 per annum.

The above-named charges to be subject to a discount of twenty per cent. on all amounts paid within thirty days from the date of rendering the account for same.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1921, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year, the residual amount shall be deposited in a chartered bank at interest and the money so deposited may, with the approval of the Board, be expended in new constructions, or extensions or additions to the property of the Company, or, with the like approval, may be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new construction, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall on or before the fifteenth day of January in each year, furnish the Board with a Report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment and shall each year furnish its shareholders with an annual report and

balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

A. B. INGRAM,

(Seal)

Vice-Chairman.

PROCEDURE FILE 6378.

Between.

The Hydro-Electric Power Commission of Ontario, and
The Ontario Power Company of Niagara Falls,

Appellants,

—and—

The Corporation of the City of Niagara Falls,

Respondent.

—Assessment Appeal—

July 22nd. Appeal renewed.

Sept. 15th. Hearing, pursuant to Appointment, 11.30 a.m. to 5 p.m., at Board's Chambers, Judgment reserved.

Oct. 10th. Judgment delivered.

Oct. 25th. Notice of Appeal filed.

Oct. 27th. Approved draft Order filed.

Oct. 29th. Order issued.

OPINION OF THE BOARD

This is an Appeal by The Hydro-Electric Power Commission of Ontario and The Ontario Power Company of Niagara Falls against the decision of the learned Judge of the County Court of the County of Welland, confirming the determination of the Court of Revision of the City of Niagara Falls, which had confirmed certain assessments of the appellants made in the year 1920 in respect of certain property in the City of Niagara Falls. The name of the Ontario Transmission Company does not appear in the style of the Notice of Appeal, nor does that Company appear by that designation in the Notice of Appeal served, but the assessment roll numbers for the year 1920 in respect of The Ontario Transmission Company are set out in the Notice of Appeal, and the Appeal was presented and argued on the basis that both companies were Appellants, and were related in precisely the same way to the Hydro-Electric Power Commission of Ontario for the purpose of this Appeal, and upon that basis the Board will dispose of the matter.

The Ontario Power Company is a joint stock company, incorporated under an Act of the Parliament of Canada, and the Ontario Transmission Company is a joint stock company incorporated by Letters Patent under The Companies' Act of Canada. The Ontario Power Company, in the exercise of its statutory powers, acquired valuable rights and interests, and established at the Niagara Falls a large water power plant. The Ontario Transmission Company was brought into being for the purpose of constructing a plant for the distribution of current developed at Niagara Falls to certain centres of population and in-

dustry that afforded a market. In carrying out these plans each of the companies in the exercise of its several powers acquired lands in the City of Niagara Falls, and erected expensive buildings and structures thereon. It is the assessment of these buildings and structures that is called in question on this Appeal.

The Appellant, The Hydro-Electric Power Commission of Ontario, was constituted originally by Statute of the Ontario Legislature—6 Edward VII, Cap. 15—for certain purposes, but this Act was repealed the following session and another Act was passed constituting the Commission a body corporate under the above name, the Commission to consist of three persons. Large powers were conferred upon the Commission, and amongst them by Section 8 of 7 Edward VII, Cap. 19, upon the recommendation of the Commission the Lieutenant-Governor in Council may authorize the Commission,

(a) "To acquire by purchase, lease or otherwise, or without the consent of the owners thereof or persons interested therein to enter upon, take and use the lands, waters, water privileges, water powers, works, machinery and plant of any corporation or person owning, holding under lease or otherwise, or developing, operating or using the same for generating, or adapted for generating electrical power or energy or for the transmission thereof in Ontario; and to develop and use the same for any of the purposes of this Act:"

(b) "To construct, maintain and operate, and to acquire by purchase, lease or otherwise, or without the consent of the owners thereof or persons interested therein to enter upon, take and use, all erections, machinery, plant, and other works and appliances for the transmission and supply of electrical power or energy, and to conduct, store, transmit and supply electrical power or energy for the purposes of this Act and with lines of wires, poles, conduits, motors or other conductors or devices to receive, conduct, convey, transmit, distribute, supply or furnish such electrical power or energy to or from any corporation or person at any place, through, over, under, along or across any lands, public highway, bridge, viaduct, railway, waters or watercourse, and through, over or under the lands of any corporation or person, and to enter upon any lands upon either side of such lines or conduits and fell or remove any tree or limb thereof, or obstruction, which, in the opinion of the Commission, it is necessary to fell or remove;"

(c) "To contract with any corporation or person generating, transmitting or distributing electrical power or energy or proposing so to do to supply electrical power or energy to the Commission, and to require any corporation or person generating, transmitting or distributing electrical power or energy to supply so much thereof as the Commission may require."

In the exercise of its statutory powers The Hydro-Electric Power Commission of Ontario acquired all the stock of the two companies. In a schedule annexed to the agreement under which the Hydro-Electric Power Commission acquired this stock there is set out the assets of the Power Company and the Transmission Company, amongst which are enumerated "all works, buildings, fixtures, plant, machinery, equipment and apparatus of every kind of the Power Company, and the Transmission Company." These or some of them are the buildings whose assessment is in question here. See Schedules to 8 Geo. V, Cap. 14 (Ontario). The consideration for the sale of this stock was the issue and delivery of the bonds of the Hydro-Electric Power Commission of Ontario of the par value of $8,000,000 guaranteed by the Crown, acting by the then Prime Minister of the Province of Ontario. Besides this, the Commission as-

sumed in effect the outstanding obligations of the two companies amounting to many millions of dollars more, by covenanting in the names of the two companies to pay these obligations as they matured.

The fifth paragraph of the agreement of purchase reads:

"Fifth: Upon the completion of the sale under this agreement, the Vendor agrees that he will tender or cause to be tendered the resignation of all members of the Boards of Directors of the Power Company and of the Transmission Company, and also that he will tender or cause to be tendered the resignation of all officers of said companies respectively, or will terminate, or cause to be terminated their employment, and that the Boards of Directors of the Power Company and the Transmission Company will at that time respectively assist the purchaser in acceptance of such resignations and in the election of new directors nominated by the purchaser."

After the purchase was consummated the old directors of the companies resigned, and in their stead other directors were elected by the shareholders, who were now the Hydro-Electric Power Commission and its nominees, and these directors in September, 1920 were the three members of the Hydro-Electric Power Commission of Ontario, and four of its leading officials—they having qualified by the assignment of fifty shares of stock to each of them by the Commission. Since this purchase was consummated and the directorates of the two companies reconstituted as above, the companies have been kept on foot, the assets of the companies continuing vested in them as before the purchase, and the business of the companies transacted by the directors above enumerated, or their successors elected by the shareholders dominated and controlled by the majority shareholder, the Hydro-Electric Power Commission of Ontario.

Upon these facts the Respondent says that the buildings and structures whose assessment is in question, are owned by The Ontario Power Company and the Transmission Company respectively, and are assessable. On the other hand the Appellants say that the buildings and structures in question are exempt from assessment and taxation on the proper construction and application of Section 5, Subsection 7 of "The Assessment Act" and Section 12a of "The Power Commission Act." (R.S.O. 1914, Cap. 39 and amending Acts). The Board is of the opinion that the contention of the Appellants is correct.

Section 12a of "The Power Commission Act" provides by Subsection (1) that land owned by and vested in the Commission shall be subject to assessment and taxation for municipal and school purposes as therein set out. Subsection (2) declares that "Subsection (1) shall not apply to or include buildings, machinery, works, structures, substructures, superstructures, rails, ties, poles and other property, works or improvements owned, used or controlled by the Commission, but all such buildings, machinery, works, structures, substructures, superstructures, rails, ties, poles and other property, works or improvements owned, used or controlled by the Commission shall be and continue to be exempt from assessment and taxation as heretofore." Before the passing of this Act the relevant law as to exemption was as contained in Subsection 7 of Section 5 of "The Assessment Act," which reads:

"7. The property belonging to or leased by any County or Municipality or vested in or controlled by any public Commission wherever situate or whether occupied for the purposes thereof or unoccupied, but not when occupied by a tenant or lessee."

Reading these two enactments together it is clear that the lands (as distinguished from buildings), owned by and vested in the Commission, are subject to assessment and taxation, but that buildings, structures, &c., owned, used or controlled by the Commission are exempt from assessment and taxation as they were before 1917 under the provision of Subsection (7) of Section 5 of "The Assessment Act." When the Commission affirms that these enactments read together confer an exemption from taxation upon the buildings, structures, &c., in question, the City of Niagara Falls says not so since the buildings, structures, &c., are not "owned, used or controlled" by the Commission.

In support of this contention Mr. Grant, for the City, refers to the well-established distinction which exists between a corporation and its shareholders, citing from Palmer's Company Law, 9th Ed., p. 55, the conclusion of the Courts as there summarized: "A corporation is not, like a partnership or a family, a mere collection or aggregation of individual units. It is in contemplation of law, a person distinct from the members or shareholders who are interested in it—a metaphysical entity—a convenient fiction of law, but with no physical existence," and again, "The Company is at law a different person altogether from the subscribers to the memorandum of association."

It seems to the Board that the contention of the Commission may be supported quite consistently with the law as above enunciated. It is not denied that the formal organization of the two companies has been kept on foot, and that their assets have not been transferred to the Commission, but remain vested in the companies as before the purchase of the stock by the Commission. It is not necessary to discuss the reasons which moved the Commission to adopt this mode of tenure beyond that it no doubt was found to be convenient in view, amongst other things, of the outstanding long term obligations of the respective companies which the Commission covenanted with the vendors and the trustees should be paid by the companies as to principal and interest when they fell due.

The Board is of the opinion that it should look to the substance and not the form of the transaction constituted by the facts as summarized above. Surely we have here a transaction falling under Section 8 of "The Power Commission Act," within the powers of the Commission "to acquire by purchase, lease or otherwise the works, machinery, and plant" of the two companies in question whether they held them under lease or otherwise: these works, machinery and plant being adapted to the very purposes for the accomplishment of which the Commission was created, namely, the generating electrical power or energy, and the development and use of the same for any of the purposes of the Commission's Act. Mr. Grant's argument went no further than that the buildings, structures, &c., in question were not "owned" by the Commission in the sense of that word under the relevant provisions of "The Assessment Act" and "The Power Commission Act." The Board is not prepared to admit this, as in its view the word "owned" is not a term of art and is a word of broad significance and applicable to various forms of tenure and title under the law. But conceding that these buildings, structures, &c. are not "owned" it cannot be successfully contended that they are not within the meaning of those terms in "The Power Commission Act," "used or controlled." In the judgment of the Board this property has been acquired by the Crown through the Power Commission, the honor and credit of the Crown are pledged to pay the purchase money to the extent of many millions of dollars, and the provisions of Section 12a of "The Power Commission Act," and of Subsection 7 of Section 5 of "The Assessment Act," were

passed for the express purpose of making it clear that such property (excepting land as distinguished from buildings, &c.), should enjoy an exemption from municipal assessment and taxation.

The appeal should be allowed, and the assessment of the buildings, structures, &c., struck off the rolls.

There will be no costs to either party, but the City of Niagara Falls should pay the sum of Ten Dollars in Law Stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, this 10th day of October, A.D., 1921.

ORDER

October 10th, 1921.

Upon motion made unto this Board on the fifteenth day of September, A.D. 1921, by Counsel on behalf of the above-named Appellants, by way of appeal from the decision of His Honour Judge Livingstone, Judge of the County Court of the County of Welland, confirming the assessments of certain of the real property of The Ontario Power Company of Niagara Falls and The Ontario Transmission Company, Limited, in the City of Niagara Falls, made in the year 1920, in the presence of Counsel for the Respondent Corporation, upon hearing the evidence adduced and upon hearing what was alleged by Counsel aforesaid, this Board was pleased to direct that the said motion should stand over for judgment; and the same coming on this day for judgment:

1. THIS BOARD DOTH ORDER AND ADJUDGE that the said appeal be and the same is hereby allowed, and that the buildings, machinery, works, structures, substructures, superstructures, rails, ties, poles and other property, works or improvements of the said The Ontario Power Company and of The Ontario Transmission Company, Limited, situate in the said City of Niagara Falls, being the subject of the appeal herein, are exempt from assessment and taxation, and that the assessments thereof be struck off the Assessment Roll of the Respondent Corporation made in the year 1920.

2. THIS BOARD FURTHER ORDERS AND DIRECTS that Roll Numbers 938, 939, 1949, 1950, 2719, 2721, 2723, 2724, 4042, 4604, 4605, 4609 and 4610 respectively, of the said Assessment Roll be amended accordingly, and by striking therefrom all assessments except in respect of land only.

3. AND THIS BOARD doth not see fit to make any Order as to costs except that the Respondent Corporation shall pay $10.00 in Law Stamps, the Board's fee, upon the Hearing.

(Sgd.) D. M. McIntyre,
Chairman.

PROCEDURE FILE 6413.

Between:

Hunter M. Coote, et al,

Applicants,

—and—

The Commissioners of the Telephone System of the Municipality of Wellesley, and
The Union Telephone Company, Limited,

Respondents.

For an Order, under Section 83 of "The Ontario Telephone Act, 1918," requiring that the Telephone Systems of the Respondents be directly connected between the Villages of Dorking and Glanallan.

Jan. 3rd. Application and Petition filed.

Mar. 29th. Hearing, pursuant to Appointment, 11 a.m., Town Hall, Elmira. Adjourned pending negotiations.

PROCEDURE FILE 6417.

Application by J. P. Ernst, under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

Jan. 4th. Application filed.

Mar. 17th. Hearing, pursuant to Appointment, 10 a.m., Court House, Stratford. Application dismissed.

PROCEDURE FILE 6427.

In the Matter of the Appeal from the Judge of the Provisional Judicial District of Thunder Bay to the Ontario Railway and Municipal Board.

Between:

Harvey E. Royds, Assessment Commissioner of the City of Port Arthur,

Appellant,

—and—

C. I. Dreifus, P.O. Box 364, Cincinnatti, Ohio, U.S.A.

Respondent.

—Assessment Appeal—

Jan. 11th. Notice of Appeal filed.

Feb. 23rd. Hearing, pursuant to Appointment, 10.30 a.m. to 6.30 p.m., Council Chamber, Port Arthur, Judgment reserved.

Apr. 8th. Judgment delivered.

May 6th. Order.

Dec. 13th. Appeal Book, on appeal to Supreme Court of Canada, certified.

OPINION OF THE BOARD.

In this matter which is an appeal from the judgment of the learned District Judge on an appeal to him from the Court of Revision of the City of Port Arthur, the evidence given in the former appeal (P.F. 5648) is by consent taken to apply to this appeal with the addition of the written Judgment of the District Judge given in this case.

For the reasons given in the former appeal (P.F. 5648) after the hearing on the reference back by the Supreme Court of Canada the appeal of the Assessment Commissioner is allowed and the assessment of blocks 4A and 4B is restored to the figures as confirmed by the Court of Revision.

There will be no costs, but the respondent will pay $10.00 in Law Stamps on the Board's Order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

Dated at Toronto, this 8th day of April, A.D., 1921.

ORDER

April 8th, 1921.

Upon the Application of the above-named Appellant in the presence of the Appellant, represented by Donald James Cowan, of the City of Port Arthur, in the District of Thunder Bay, Barrister, and the Respondent, represented by Malcolm A. McKay, of the said City of Port Arthur, Barrister, and upon hearing the evidence given in a former appeal (P.F. 5648) taken by consent of Counsel to apply upon this appeal, with the addition of the written judgment of the District Judge, and upon hearing Counsel for the Appellant and Respondent and Judgment having been reserved until this day.

1. THE BOARD ORDERS that the assessment as confirmed by the Court of Revision shall be restored, and that the assessment roll shall be amended accordingly.

2. The Respondent shall pay a fee of $10.00 in Law Stamps.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6431.

Between:

A. G. Murray,

Appellant,

—and—

W. E. Fraleigh,

Respondent.

(Fort Frances Assessment Appeal)

Jan. 17th. Notice of Appeal filed.

Jan. 27th. Reply filed.

Mar. 22nd. 10.30 a.m. No Hearing, adjourned, at request of Counsel, *sine die* until next session of Board at Fort Frances.

May 9th. Written Argument filed by Appellant.

May 19th. Reply to written Argument of Appellant filed by Respondent.

June 7th. Opinion delivered.

OPINION OF THE BOARD

Upon consideration of the Judgment of the Honorable Judge of the District Court of the District of Rainy River, and of the material and arguments filed by Counsel for the Appellant and Respondent herein;

The Board concur in the findings of the learned Judge, except that the Board is of the opinion that the Respondent should pay taxes for the period from 1st day of January, 1921, up to and inclusive of the date upon which the house was removed from the lot in question, upon so much only of the land as was actually occupied by the building known as the house, and by the pathway or roadway used for access thereto.

The Board makes no order for costs, and directs that no fee for Law Stamps be paid on Order herein.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

(Sgd.) J. A. ELLIS,
Commissioner.

Dated at Toronto, the 7th day of June, 1921.

PROCEDURE FILE 6444.

In the Matter of the Petition of The Ottawa and New York Railway Company, the Corporation of the College of Ottawa and other ratepayers in St. George's Ward, in the City of Ottawa, in the County of Carleton, under Section 9 of "The Local Improvement Act" against the proposed extension of Templeton Street in the said City, from King Edward Avenue to Nicholas Street, as a Local Improvement.

Jan. 26th. Petition filed.

Apr. 18th. Hearing, pursuant to Appointment, 10 a.m., Council Chamber, City Hall, Ottawa. Judgment reserved.

May 4th. Judgment delivered.

OPINION OF THE BOARD

Upon the hearing of this Application, objection was taken by Mr. Scott, acting for the Railway Company, that before the City can expropriate the lands necessary for the extension of Templeton Street as proposed, the City must get permission from the Board of Railway Commissioners for Canada—the proposed extension of the street being laid out over the Company's land. To this objection Mr. Proctor said, page 42 of the notes of evidence: "Of course if that is found to be the law we would have to suspend operations and make application." It appears to be clearly the law that a municipal corporation cannot extend a highway over a railway under Federal jurisdiction (as this railway is) without the permission of the Board of Railway Commissioners.

In the case *re* Reid and Canada Atlantic Ry. Co'y., 4 Can. Ry. Cases 272, Chief Commissioner Killam says at page 276: "There is no Court or authority other than this Board which can make it lawful for either the Railway Company or any other body to construct highways across the line of railway."

In the case Grand Trunk Railway Company, v. Toronto 1 Can. Ry., Cases 82. the case of a highway crossing a railway, Mr. Justice Meredith lays down the law in these words:

"The Railway Committee (now the Board of Railway Commissioners for Canada) had power:

1. To decide whether it was necessary in the interests of the municipality that the proposed street should be made, and to direct how and on what terms it might be made: and having decided that it should be made and directed, how and on what terms;

2. The municipality might thereupon construct the work necessary to carry out such directions.

The foregoing judgments were given in cases which involved the crossing by highways of the line of railway, whereas here the highway is projected through railway property, but not necessarily so far as appears over the actual line of railway. This distinction is immaterial. Section 256 of "The Railway Act" deals with an application for leave of the Board of Railway Commissioners for Canada "to construct a highway along or across a railway," and Section 2, Subsection (21) defines "railway" to mean amongst other things "property real or personal and works connected therewith."

It seems clearly from the foregoing that the leave of the Board of Railway Commissioners for Canada is necessary before the municipality can extend Templeton Street as proposed across the property of the Ottawa and New York Rail-

way Company. Upon application to that Board for leave, it may be refused or the extension of the highway may be so changed that the scheme of taxation for the work now proposed may be inapplicable; whatever the result it seems to the Board that the legality of the action of the municipality should be attested by the approval of the Federal Board before further action is taken by this Board. Pending such action by the City the Board will retain the application.

(Sgd.) D. M. McIntyre,
Chairman.

(Sgd.) J. A. Ellis,
Commissioner.

Dated at Toronto, this third day of May, A.D., 1921.

Procedure File 6454.

Between:

John McMartin, Estate of,

Appellant,

—and—

The Corporation of the City of Toronto,

Respondent.

(Assessment Appeal—on income)

Jan. 31st. Notice of Appeal filed.

Feb. 15th. Hearing, pursuant to Appointment, 11 a.m. to 12.20 p.m. Counsel to file memorandum of authorities, furnishing copy thereof to each other. Judgment reserved.

March 1st. Judgment delivered, appeal allowed.

June 10th. Approved draft Order filed.

June 10th. Order.

OPINION OF THE BOARD.

This is an appeal by the Executors of the estate of the late John McMartin against the assessment in respect of income of The Trusts and Guarantee Company as Trustee for Mary C. McMartin. The facts so far as necessary to detail them are as follows: the late John McMartin had in his lifetime large holdings of Hollinger Gold Mines stock; John McMartin, who is now dead, made his will appointing the Trusts and Guarantee Company, and four individuals, joint Executors of his will; as a matter of customary dealing Hollinger dividend cheques are issued payable to the order of the John McMartin Estate, and are sent to the Trusts and Guarantee Company for deposit, and are deposited to the credit of the estate in a branch of the Imperial Bank in Toronto, the endorsement of one of the joint executors being accepted as sufficient for the purposes of deposit; the moneys so deposited are paid out by joint cheque of all the executors to the order of the several beneficiaries in accordance with the terms of John McMartin's will; Mary C. McMartin, who is the widow of John McMartin, and a beneficiary under his will, is also an executrix, and resides in the City of Montreal, in the Province of Quebec; moneys coming to her under the will of her late husband are remitted to and received by her at that place; it is these moneys which are here sought to be assessed against the Appellant Company.

As a mine or mineral work the income of the Hollinger Mine is assessed by and the tax leviable thereon is payable to the municipality in which it is

situated under Section 40, Subsection 6 of "The Assessment Act." (See *re* McIntyre Porcupine Mines, Limited, and Morgan 19 O.W.H. 512). In view of this it is not denied that if the Hollinger Mines dividend cheques were made payable directly to Mary C. McMartin, and she received them in the City of Toronto, she would be exempt from assessment for income there in respect of such payments by force of Section 5, Subsection 18 of "The Assessment Act." But the counsel for the City says that Mary C. McMartin does not hold the stock in respect of which these dividends are paid, and that the moneys paid to her by the Executors of the estate of John McMartin are divested of their character of dividends or income from stock when they are received by her and are merely her distributive share of the estate of her late husband. In support of this contention the Board is referred to two several decisions of His Honour Judge Coatsworth, one *Re* Irving E. Robertson's Income Tax and the other *Re* H. Ryrie Estate. In these cases the learned County Court Judge upheld an assessment for income on the above grounds, notwithstanding that in the Ryrie case the source of the income was the rentals of real estate, and in the Robertson case the source of the income was the business of the Telegram newspaper, in respect of which business tax had been paid. These cases are clearly distinguishable from the McMartin case. There the ultimate recipients and beneficiaries under the several wills were resident in the City of Toronto, and were therefore assessable in Toronto for income in respect of the several distributive shares received by them from the several estates. In the McMartin case, Mary C. McMartin is resident in the City of Montreal, where she receives her distributive share of her husband's estate. True, if received by her in the City of Toronto, it would be assessable for the reason that it would not be exempt under Section 5, Subsection 18 of "The Assessment Act," as dividends or income from stock held by her "in an incorporated company, the income of which is liable to assessment in Ontario." But it is not received by her in the City of Toronto, nor in the Province of Ontario, and therefore the provisions of Section 12, Subsection (1) of "The Assessment Act," do not apply as the Respondents have recognized, in that they have not attempted to assess Mary C. McMartin. They have, however, assessed the Trusts and Guarantee Company, as trustees of Mary C. McMartin, but the moneys received by the Trust Company are received in the quality of dividends or income from stock of an incorporated company, the income of which is liable to assessment in Ontario. This fact entitles the trustee recipient to claim exemption as provided by Section 5, Subsection (18) of "The Assessment Act." The income of the Trust Company, so far as it comprises these dividends, is exempt—any income received by Mary C. McMartin is received by her in the City of Montreal, and is not assessable in Toronto. The Board is of the opinion that income or dividends of the kind referred to in Section 5, Subsection (18) of "The Assessment Act," are entitled to exemption when received by an agent, trustee or person under Section 13 of that Act equally as when received directly by the principal or beneficiary in person.

The Appeal will be allowed and the assessment struck off. There will be no costs to either party, but a fee of $10.00 will be payable by the Respondent in Law Stamps on the Order.

The above was written on the assumption that the total assessed sum—$66,451—was derived from Hollinger Gold Mines Stock. It was stated during the argument that six-sevenths of the sum assessed was derived from this stock, but no further details were given. If the Respondent wishes evidence will be

received by the Board before the formal Order issues to determine the source and character of the undesignated one-seventh of the assessed sum, with a view to determining as to its assessability.

(Sgd.) D. M. McIntyre,

(Seal) *Chairman.*

Dated at Toronto, the first day of March, A.D., 1921.

Order

March 1st, 1921.

Upon the application of counsel for the appellant by way of appeal from the Order of His Honour Judge Denton, one of the Judges for the County Court of the County of York, affirming the order of the Court of Revision for the City of Toronto respecting the assessment in question herein, in presence of counsel for the respondent, upon hearing the evidence adduced and what was alleged by counsel aforesaid.

THIS BOARD DOTH ORDER that the said assessment of the appellant (as Trustee for Mary C. McMartin) by respondent be reduced to $4,803.11.

AND THIS BOARD DOTH FURTHER ORDER and adjudge that each party do pay their own costs herein, and that a fee of $10.00 in Law Stamps on this Order be paid by respondent.

(Sgd.) D. M. McIntyre,

(Seal) *Chairman.*

Procedure File 6456.

Between:

The Corporation of the City of Toronto,

Appellant,

—and—

Mason & Risch Co., Ltd.,

Respondent.

(Assessment Appeal)

($110,025.)

Jan. 31st. Notice of Appeal filed.

Feb. 14th. Hearing, pursuant to Appointment, 11 a.m. to 12 m., Board's Chambers. Judgment reserved.

Feb. 16th. Judgment delivered.

Feb. 28th. Order.

OPINION OF THE BOARD

In these cases the Board is of the opinion that the judgment of the learned County Court Judge appealed against is right, and that the several cases in appeal are distinguishable from the case Re Studebaker and London referred to. The Board has little to add to what the learned Judge said.

As to the case of the William Davies Company the definition of "retail" given in the Standard Dictionary, applies with absolute precision to the operations carried on; it is: "the sale of commodities in small quantities or parcels or at second-hand; a dealing out in small portions; opposed to wholesale." This

is the character of the dealing carried on by the Company, not only in its thirty-eight stores located in Toronto, though dissociated physically from its manufactory, but in many other stores distributed throughout the Province in various towns and cities.

As to the several cases of the four piano companies and the Northway Company, the Board is of the opinion that they may each avail themselves of the provisions of Section 10, Subsection (3) of "The Assessment Act." It is in evidence that more than half of the commodities disposed of by each of these companies, undoubtedly by retail, upon the assessed premises, are not of the manufacture of the respondents. As to these goods there is no question of their being manufacturers, and as they are sold by retail and constitute the chief or preponderating business, carried on, on the several premises, the respondents in respect of them are severally assessable as in respect of a retail business.

The Appeals are dismissed and the decision of the County Judge affirmed.

There will be no costs to either party, but the appellants will pay the Board's fee for Law Stamps on the Order, $5.00 in each case.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 16th day of February, A.D. 1921.

ORDER

February 16th, 1921.

UPON THE APPLICATION of Counsel for the Corporation of the City of Toronto by way of appeal from the Order of His Honor, Judge Denton, one of the Judges of the County Court of the County of York, affirming the Order made by the Court of Revision by which it was declared that the business assessment of the above-named respondents in respect of the lands mentioned in the Notice of Appeal to the Court of Revision should be twenty-five per cent. and not sixty per cent. of the assessed value of such lands; in the presence of Counsel for the respondents, upon hearing the evidence adduced and what was alleged by Counsel aforesaid;

THIS BOARD DOTH ORDER that the appeal be and the same is hereby dismissed and the order of the said County Court Judge affirmed.

AND THIS BOARD DOTH FURTHER ORDER that there be no costs to either party, but that the appellants pay the Board's fee for Law Stamps on the Order amounting to $5.00.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 6457.

Between:

The Corporation of the City of Toronto,
Appellant,

—and—

Messrs. Gourlay, Winter and Leeming,
Respondent.

(Assessment Appeal)
($71,600.)

Jan. 31st. Notice of Appeal filed.

Feb. 14th. Hearing, pursuant to Appointment, 11 a.m. to 12 m. Board's Chambers. Judgment reserved.

Feb. 16th. Judgment delivered. (See P.F. 6456).

PROCEDURE FILE 6458.

Between:

The Corporation of the City of Toronto,

Appellant,

—and—

Heintzman and Co., Ltd.,

Respondent.

(Assessment Appeal)
($238,250.)

Jan. 31st. Notice of Appeal filed.

Feb. 14th. Hearing, pursuant to appointment, 11 a.m. to 12 m., Board's Chambers. Judgment reserved.

Feb. 16th. Judgment delivered. (See P.F. 6456).

Feb. 28th. Order.

ORDER

February 16th, 1921.

UPON THE APPLICATION of counsel for the Corporation of the City of Toronto by way of appeal from the Order of His Honour Judge Denton, one of the Judges of the County Court of the County of York, affirming the Order made by the Court of Revision by which it was declared that the business assessment of the above-named respondents in respect of the lands mentioned in the notice of appeal to the Court of Revision should be twenty-five per cent. and not sixty per cent. of the assessed value of such lands; in the presence of counsel for the respondents, upon hearing the evidence adduced and what was alleged by Counsel aforesaid,

THIS BOARD DOTH ORDER that the appeal be and the same is hereby dismissed and the Order of the said County Court Judge affirmed.

AND THIS BOARD DOTH FURTHER ORDER that there be no costs to either party, but that the appellants pay the Board's fee for Law Stamps on the Order amounting to $5.00.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 6459.

Between:

The Corporation of the City of Toronto,

Appellant,

—and—

Nordheimer Piano and Music Co., Ltd.,

Respondent.

(Assessment Appeal)
($141,000.)

Jan. 31st. Notice of Appeal filed.

Feb. 14th. Hearing, pursuant to Appointment, 11 a.m. to 12 m. Board's Chambers. Judgment reserved.

Feb. 16th. Judgment delivered. (See P.F. 6456).

Feb. 26th. Order.

ORDER

February 16th, 1921.

Upon the Application of Counsel for the Corporation of the City of Toronto by way of appeal from the Order of His Honour Judge Denton, one of the Judges of the County Court of the County of York affirming the Order made by the Court of Revision by which it was declared that the business assessment of the above-named Respondents in respect of the lands mentioned in the Notice of Appeal to the Court of Revision should be twenty-five per cent. and not sixty per cent. of the assessed value of such lands; in the presence of Counsel for the Respondents: upon hearing the evidence adduced and what was alleged by Counsel aforesaid,

THIS BOARD DOTH ORDER that the appeal be and the same is hereby dismissed and the Order of the said County Court Judge affirmed.

AND THIS BOARD DOTH FURTHER ORDER that there be no costs to either party, but that the Appellants pay the Board's fee for Law Stamps on the Order amounting to $5.00.

(Seal)

(Sgd.) D. M. McINTYRE,
Chairman.

PROCEDURE FILE 6460.

Between:

The Corporation of the City of Toronto,

Appellant,

—and—

William Davies Co., Ltd.,

Respondent.

(Assessment Appeal)
($85,320.00)

Jan. 31st. Notice of Appeal filed.

Feb. 14th. Hearing, pursuant to Appointment, 11 a.m. to 12 m. Board's Chambers. Judgment reserved.

Feb. 16th. Judgment delivered. (See P.F. 6456).

Feb. 28th. Order

ORDER

February 16th, 1921.

Upon the Application of Counsel for the Corporation of the City of Toronto by way of appeal from the Order of His Honour Judge Denton, one of the Judges of the County Court of the County of York, reversing the Order made by the Court of Revision for the City of Toronto by which it was declared that the business assessment of the above-named Respondent in respect of the lands mentioned in the Notice of Appeal to the Court of Revision should be sixty per cent. of the assessed value of the said lands and declaring that the business as-

sessment of the said lands should be twenty-five per cent. of the said assessed value and not sixty per cent., upon hearing the evidence adduced and what was alleged by Counsel for the Appellant and the Respondent, and Judgment upon the application having been reserved until this day,

1. THIS BOARD DOTH ORDER that the said Appeal be and the same is hereby dismissed, and that the Order of the said County Court Judge be and the same is hereby confirmed.

2. AND THIS BOARD DOTH FURTHER ORDER that there be no costs of the said appeal to either party but that the Appellants do pay the Board's fee for Law Stamps on this Order amounting to $5.00.

(Sgd.) D. M. McIntyre,

(Seal) *Chairman.*

Procedure File 6461.

Between:

The Corporation of the City of Toronto,

Appellant.

—and—

John Northway and Son, Ltd.,

Respondent.

(Assessment Appeal)
($152,956.00.)

Jan. 31st. Notice of Appeal filed.

Feb. 14th. Hearing, pursuant to Appointment, 11 a.m. to 12 m., Board's Chambers. Judgment reserved.

Feb. 16th. Judgment delivered. (See P.F. 6456).

Feb. 28th. Order.

Order

February 16th, 1921.

UPON THE APPLICATION of counsel for the Corporation of the City of Toronto by way of appeal from the Order of His Honour Judge Denton, one of the Judges of the County Court of the County of York, affirming the Order made by the Court of Revision by which it was declared that the business assessment of the above-named respondents in respect of the lands mentioned in the Notice of Appeal to the Court of Revision should be twenty-five per cent. and not sixty per cent. of the assessed value of such lands; in the presence of counsel for the respondents, upon hearing the evidence adduced and what was alleged by counsel aforesaid,

THIS BOARD DOTH ORDER that the appeal be and the same is hereby dismissed and the Order of the said County Court Judge affirmed.

AND THIS BOARD DOTH FURTHER ORDER that there be no costs to either party but that the appellants pay the Board's fee for Law Stamps on the Order amounting to $5.00.

(Sgd.) D. M. McIntyre,

(Seal) *Chairman.*

PROCEDURE FILE 6476.

Re Bill No. 38, 1921.

"An Act respecting the Town of Gananoque."

Feb. 5th. Above Bill and Petition therefor referred to the Board for consideration and Report under Rule 61a of the House.

Feb. 23rd. Conference with Municipal representatives.

Feb. 26th. Report issued recommending that debenture issue period be reduced from thirty to five years.

TO

The Honourable, the Legislative Assembly of the Province of Ontario.

Gentlemen:

Upon the reference under Rule 61a of Your Honourable House to The Ontario Railway and Municipal Board, of Bill No. 38 (1921), entitled "An Act respecting the Town of Gananoque," the Board begs leave respectfully to report that in the judgment of the Board it is reasonable that such Bill should be passed by your Honourable House, provided that it is amended by striking out the word "thirty" in the second line of Section 2 and inserting instead the word "five."

The indebtedness of $15,000.00, referred to in the Bill, is largely for expenditures which should have been paid out of the taxes, and for this reason the Board recommends that the period for which the debentures be issued be reduced from thirty to five years.

All of which is respectfully submitted.

(Sgd.) D. W. MCINTYRE,
Chairman,
(Sgd.) A. B. INGRAM,
Vice-Chairman,
(Sgd.) J. A. ELLIS,
Commissioner.

Dated at Toronto, this 26th day of February, A.D., 1921.

PROCEDURE FILE 6478.

Application by The Sparta Rural Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

Feb. 7th. Application filed.

May 13th. Hearing, pursuant to Appointment, 11 a.m., Court House, St. Thomas.

May 27th. Report of Vice-Chairman filed.

May 27th. Order.

REPORT

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, May 27th, 1921.

ORDER

May 27th, 1921.

UPON THE APPLICATION of the above-named Applicant, upon reading the Report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and other material filed.

THE BOARD ORDERS that the Applicant, The Sparta Rural Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from January 1st, 1921:

To Shareholders ..... $ 10 00 per annum.

To Non-shareholders ..... 14 00 per annum.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the applicant shall, on December 31st, 1921, and each year thereafter, set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest and the money so deposited may, with the approval of the Board, be expended in new constructions or extensions or additions to the property of the Company, or with the like approval, may be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new construction, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall, on or before the fifteenth day of January in each year furnish the Board with a Report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no Order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) A. B. INGRAM,

(Seal)

Vice-Chairman.

PROCEDURE FILE 6496.

Application by The New Dundee Rural Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

Feb. 14th. Application filed.

Apr. 29th. Hearing, pursuant to Appointment, 10 a.m., Court House, Stratford.

May 26th. Report of Vice-Chairman filed.

May 26th. Order.

REPORT

The Undersigned, having heard the evidence of all parties relative to this Application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, May 26th, 1921.

ORDER

May 26th, 1921.

UPON THE APPLICATION of the above-named Applicant, upon reading the Report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements, and other material filed,

THE BOARD ORDERS that the Applicant, The New Dundee Rural Telephone Company, Limited, be authorized to charge its subscribers an annual rental of $18.00 for telephone service, to take effect as from January 1st, 1921.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the costs of the renewal of its plant and equipment, the Applicant shall, on December 31st, 1921, and each year thereafter, set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest and the money so deposited may, with the approval of the Board, be expended in new constructions, extensions or additions to the property of the Company, or, with the like approval, may be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new constructions, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall, on or before the fifteenth day of January in each year, furnish the Board with a Report setting forth: (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and

values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no Order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Seal)

Procedure File 6497.

Application by The Temiskaming Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

Feb. 14th. Application filed.

Mar. 2nd. Hearing, pursuant to Appointment, 3.50 p.m., Court House, Haileybury.

May 27th. Judgment delivered. Petition dismissed.

Judgment

This is the renewal of an Application heard by the Board on April 22nd, 1920, with the difference that while in the former application Cobalt was specifically excepted, in the present case an increase is asked "covering all exchanges" on Applicant's system.

In dismissing the former application the Board expresses itself as follows:

"If at the close of this year's operations the Applicant can furnish evidence, supported by proof of actual expenditures, that additional revenue is required, this application might be renewed. In such an event, however, the Applicant should be required to furnish, in addition to other material evidence, detailed particulars covering the handling of the depreciation reserve during the past ten years."

The evidence adduced by the Applicant at the hearing of this application on March 2nd, 1921, consisted of:

1. Statements of revenue and expenditure, assets and liabilities, and loss and gain account for the year ending December 31st, 1920.

2. Statement of cash invested in plant and equipment to December 31st, 1920.

3. Statement of operating costs and revenue at each exchange for the year ending December, 31st, 1920.

These statements in themselves, because of lack of detail, furnish very meagre information as to the Applicant's affairs. The attitude of the Applicant would appear to be that this Board having been furnished with these statements, must proceed to analyze them, or, in other words, do whatever accounting that may be necessary to enable an intelligent conclusion to be reached.

In this case we have a company which, during ten years, ending December 31st, 1919, has earned an average yearly net revenue of $13,941.00, whose net

revenue in 1920 fell to $3,963.94, and no substantial evidence is adduced explanatory of this sudden change in affairs.

As an illustration of the unsatisfactory nature of the statements submitted, the cost of maintenance is shown in one item, i.e. $19,589.56, an increase over 1919 of $5,475.10. It has since been elicited by correspondence that in this total is a charge of $1,182.51 for repairs to building at New Liskeard. This item is not one upon which to base an estimate of Applicant's normal requirements for maintenance, in fact, such an expenditure should be charged to depreciation.

As another instance, may be quoted "Pole Rental Tax $1,522.00," an increase of $1,304.03. It developed that $800.00 of this amount were arrears payable prior to 1919, not a part of the actual cost of the year's operations.

In a matter where so serious an increase in the cost of operation is involved it is incumbent upon the Applicant, not this Board, to prepare a complete analysis of its expenditures in such form as will clearly show the amounts properly chargeable to one year's operations. The two examples referred to herein furnish ample justification for the rejection of the statements furnished as final and conclusive evidence in support of the Applicant's actual yearly requirements to cover future operating costs.

The Applicant's statement of the cost of operation and maintenance for 1920 shows an increase of $11,527.12 over 1919, or over thirty per cent. In the items of expenditure are included the following:

Law Costs, Cobalt	$ 2,168 98
Repairs to building, New Liskeard	1,182 51
Printing and advertising (Increase)	1,056 80
Pole Rental Tax (Arrears)	800 00
	$5,806 29

The foregoing items cannot be considered as being in any sense proper charges to be included as operation and maintenanee costs in a normal year, and should therefore be eliminated from any estimate to be used as a basis for rate making in future years, for the following reasons:

As pointed out in the 1920 decision, the cost of the Cobalt litigation, which now totals $10,372.90, should be a charge against the Applicant's Emergency reserve, not against revenue. It would be manifestly unfair to charge the telephone users with the cost of litigation initiated by the Applicant for the protection of its investment, which includes $105,799.36 taken out of revenue in excess of the cost of operation and dividends in the years 1910 to 1919, inclusive. Moreover, these charges will not be incurred in future years.

The cost of repairs to building should be paid out of the amounts set aside for depreciation, which total $13,301.71 in the ten years prior to 1920. This charge is not, in any event, an annual one.

The cost of printing, stationery, and advertising in 1919 was $672.36, in 1920, $1,729.16, a difference of $1,056.80, which last named sum is the item referred to herein. It may also be noted that the average yearly cost of printing, stationery and advertising for the previous ten years was $671.22. If, as Mr. Craven stated in his evidence, this increased cost was due to advertising by-laws relating to franchises, such a charge is a capital expenditure. Any advertising relative to franchises, sale of stock or bonds or for obtaining new business, is a capital, not a revenue, charge. In any event it is unreasonable to anticipate

such an abnormal expenditure in future years. It may be added that, for a system of the size of the Applicant's, an expenditure of even $671.22 on this account does not err on the side of economy.

The item of $800.00 in payment of Pole Rental Tax for years preceding 1920 cannot be included as an operating charge for future years.

There is no evidence available to enable the Board to ascertain whether there may not be other items in the expenditure in 1920 which should properly be eliminated from an estimate of the legitimate revenue requirements of the applicant. It is, however, clear that $5,808.29 should be deducted from the applicant's statement submitted, as not being properly chargeable to the cost of operation and maintenance for the purpose of future rate-making. Admitting this to be so, the following is the result of the year's operations:

Net Revenue	$ 3,963 94
Expenditure not applicable to years of operation cost	5,808 29
Actual net revenue	$ 9,772 23
Less depreciation 5% on $123,481.43	6,174 07
Balance—5.88% on paid-up stock	$ 3,598 16

While the foregoing computation includes an allowance of $6.174.07 for depreciation, it must be noted that in the 1920 decision the applicant's attention was directed to the fact that the requirements of Section 93 of "The Ontario Telephone Act, 1918," in respect of the use of the moneys set aside for depreciation were not being observed. These directions have received no recognition from the Applicant, nor have any particulars covering the handling of its depreciation fund been furnished, notwithstanding that such decision made any future application contingent upon this requirement being complied with. As the Applicant has taken out of revenue during the ten years preceding 1920, $73,301.71 for depreciation or over 137 per cent. of its paid-up stock, this is a matter of some importance, and until the Board is satisfied upon this point it is questionable if the Applicant should be permitted to take any further sums out of the revenue for depreciation.

There is another matter which it is too important to overlook, namely, the overhead expenses incurred by the applicant which appear to be most excessive in connection with a system operating less than 1,900 telephones. The applicant's pay roll shows the following staff employed in a supervisory capacity, with the yearly salary of each:

Manager and Secretary	$ 2,400 00	
Plant Superintendent	2,584 25	
Manager, New Liskeard	1,564 25	
Assistant Manager, New Liskeard	1,192 21	
Manager, Haileybury	1,627 50	
Manager, Cobalt	1,447 50	
Assistant Manager, Cobalt	657 00	
	$ 11,472 71	$6 30 per phone.

In addition to the above staff there are employed five linemen, $4,543.66 of whose wages were charged to maintenance in 1920. The total wages charged to maintenance in 1920 was $13,616.37, of which amount $9,072.71, or over sixty-

eight per cent. was for plant superintendent, managers and assistant managers. These figures betray a policy of extravagance which cannot be overlooked, and is a matter which should be seriously considered by the Directors before any further increase in the charges for service can be considered by this Board.

It may be remarked by way of comparison that the Norfolk County Telephone Company, possibly the best managed system within this Board's jurisdiction, operating over 2,000 telephones distributed among seven exchanges, has one manager at $2,500.00 per annum, and a secretary-treasurer at $700.00, the total maintenance wages of this Company in 1920 being $7,516.65, or $3.75 per telephone, as compared with $7.48 per phone for the Applicant's system.

This Application covers a proposed increase in the charges for service of all the exchanges upon the Applicant's system, and therefore includes Cobalt, in which town the Applicant has no legal authority to operate, such authority being dependent upon the conclusion of a satisfactory agreement with the municipal corporation. As present indications point to a reduction of the existing charges as one of the conditions of such an agreement, it is obvious that if this Board authorized an increase of charges in Cobalt it would still further aggravate what is already a difficult situation requiring a spirit of compromise, rather than antagonism, to adjust. It would further appear to be undesirable to make any general readjustment of the Applicant's charges until an agreement has been reached with Cobalt, for the reason that if such agreement provided for a reduction in the present charges, the result would be a diminution of the Applicant's revenue, and an application for further rate adjustment to compensate for such diminution. If on the other hand the Applicant carries out its threat to remove its plant from Cobalt should no satisfactory agreement be reached, the effect upon the Applicant's earnings would be such as to necessitate a reorganization of its whole business. The Board is, therefore, of opinion that the present is not an opportune time to make any readjustment of the Applicant's charges, even were the facts, as borne out by the evidence submitted, in other respects such as to warrant the granting of this application.

For the reasons herein stated the Petition of the Applicant is dismissed and the Board so orders.

The Board makes no Order for costs, save and except that the Applicant shall pay $10.00 for Law Stamps.

(Sgd.) A. B. Ingram,

Vice-Chairman.

Dated at Toronto, the 27th day of May, A.D., 1921.

Procedure File 6498.

Application by The Monteith-Dempsey Rural Telephone System (Nelson Monteith), under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

Feb. 14th. Application filed.

Mar. 17th. Hearing, pursuant to Appointment, 10 a.m., Court House, Stratford. Application granted, effective April 1st, 1920.

Mar. 22nd. Order.

ORDER

March 22nd, 1921.

UPON THE APPLICATION of the above-named Applicant, upon hearing the evidence adduced on behalf of all parties, and upon reading statements of assets and liabilities, receipts and disbursements and other material filed.

THE BOARD ORDERS that leave be granted to the applicant to charge an annual rental of $22.00 for telephone service, to take effect as from April 1st, 1921.

And the Board makes no Order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

(Seal)

PROCEDURE FILE 6518.

Application by the City of Hamilton, under Subsection (6) of Section 13 of "The Public Parks Act," for approval of its By-law No. 2332, ($150,000.00 for establishment &c. of a Civic Athletic Field on Scott Park lands).

Feb. 23. Application and material filed.

Mar. 4th. Letter for further material.

Mar. 8th. Letter for further material.

Apr. 5th. Hearing, pursuant to Appointment, 11 to 11.20 a.m., Council Chamber, City Hall, Hamilton. Application granted. Applicant's Solicitor to draft Order.

Apr. 20th. Draft Order filed.

Apr. 22nd. Order issued.

ORDER

April 20th, 1921.

Upon the Application of the said the Board of Park Management of the City of Hamilton for an Order pursuant to Subsection (6) of Section 13 of "The Public Parks Act," approving of the said Parks Board setting apart portions of Parks in the City of Hamilton for athletic purposes and for the purposes of sport, and notice of the hearing of the said Application having been duly given and published as directed by this Board, for the 5th day of April, 1921, at the Council Chamber in the City Hall, Hamilton, and the Board having held a sittings at the said time and place and no one appearing in opposition to the application.

Upon hearing what was alleged on behalf of the said Parks Board and upon consideration of the evidence adduced by the Applicant and what was alleged by Counsel:

IT IS ORDERED, under and in pursuance of Section 13, s.s. (6) of "The Public Parks Act," that By-law No. 9 of the said Board of Park Management of the City of Hamilton, passed the 18th day of April, 1921, a certified copy of which By-law has been filed with this Board, be and the same is hereby approved.

(Sgd.) D. M. MCINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6519.

Re Bill No. 40, 1921.

"An Act respecting the Town of Kincardine."

Feb. 24th. Above Bill and Petition therefor referred to the Board for consideration and Report under Rule 61a of the House.

Mar. 11th. 2 p.m. Conference with Municipal Officials.

Mar. 11th. Report issued recommending that debenture issue period be reduced from twenty to ten years.

TO

The Honourable, the Legislative Assembly of the Province of Ontario.

Gentlemen:

Upon the reference under Rule 61a of Your Honourable House to The Ontario Railway and Municipal Board, of Bill No. 40, (1921), entitled "An Act respecting the Town of Kincardine," the Board begs leave respectfully to report that in the judgment of the Board it is reasonable that such Bill should be passed by your Honourable House, provided that it is amended by striking out the word "twenty" in the second line of Section 3 and insert instead the word "ten."

The indebtedness of $38,000.00 referred to in the Bill is partially for permanent works and partially for expenditures which should have been paid out of the taxes, or out of the electric light or water rates, and for this reason the Board recommends that the period for which the debentures be issued be reduced from twenty years to ten years.

All of which is respectfully submitted,

(Sgd.) D. M. McINTYRE,
Chairman,

(Sgd.) A. B. INGRAM,
Vice-Chairman,

(Sgd.) J. A. ELLIS,
Commissioner.

Dated at Toronto, this 11th day of March, A.D., 1921.

PROCEDURE FILE 6549.

Application by the City of Hamilton, under Subsection (13) of Section 401 of "The Municipal Act," as enacted by Section 8, Chapter 32, Ontario Statutes, 1918, for approval of its By-laws Nos. 14 and 2461, providing for the weighing of coal.

Mar. 11th. Application and material filed.

Apr. 5th. Hearing, pursuant to appointment, 11 a.m., 11.50 a.m. to 1.15 p.m., Council Chamber, City Hall, Hamilton. Council to reconsider question of fees on weighing small amounts and advise Board of decision. Board will then approve the application as finally made by the City.

Apr. 22nd. Further material filed.

Apr. 27th. Application approved.

Apr. 27th. Order.

ORDER

April 27th, 1921.

UPON THE APPLICATION of the Corporation of the City of Hamilton for the approval by the Board of its By-law Number 14 of the Revised By-laws

of 1910, as amended by By-law Number 2461 so far as the same requires the weighing of coal, and the Board having appointed Tuesday, the fifth day of April, A.D., 1921, for the Hearing of this Application at the Council Chamber in the City Hall, in the City of Hamilton, upon hearing the evidence adduced by and on behalf of the applicant and of the coal dealers of the City of Hamilton, and upon hearing what was alleged by Counsel for the applicant, and Judgment having been reserved until this day,

1. THE BOARD ORDERS, under and in pursuance of Subsection (13) of Section 401 of "The Municipal Act," as enacted by Section 8 of "The Municipal Amendment Act, 1918," that the said by-law No. 14 of Revised By-laws 1910, as amended by By-law No. 2461, be and the same are hereby approved in so far as the Board has jurisdiction to approve thereof under the said Subsection (13).

And the Board makes no Order as to costs, except that the said Corporation shall pay the sum of $15.00 in Law Stamps, being the Board's tariff fee on this Order.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

Procedure File 6573.

Between

The Commissioners for the Telephone System of the Municipality of Wellesley,

Applicants,

—and—

The Commissioners for the Telephone System of the Municipality of Mornington,

Respondents.

(Application under Section 83 of "The Ontario Telephone Act, 1918," for authority to discontinue interchange of service at Crosshill and Hesson).

March 21st. Application filed.

March 29th. Hearing, pursuant to Appointment, 11 a.m., Town Hall, Elmira. Adjourned 'sine die' pending negotiations.

Procedure File 6576.

In the Matter of the Petition of Joseph Hunter, under Section 21 of "The Municipal Act," for annexation to the City of Hamilton of part of the Township of East Flamborough.

March 22nd. Application and material filed.

April 7th. Resolution of City Council and other material filed.

April 26th. Hearing, pursuant to Appointment, 11 a.m. to 12.50 p.m., Council Chamber, City Hall, Hamilton. Judgment reserved pending, or subject to, disposition of pending action in High Court Division of Supreme Court of Ontario. (See Reporter's Notes).

May 14th. Judgment delivered.

June 24th. Township's application for leave to Appeal refused by Appellate Division. (See "Globe" of this date).

July 25th. 12 Md. Order settled in presence of F. R. Waddell, K.C., City Solicitor for Hamilton, and A. W. Langmuir, (of Osler & Co.), Agent for Messrs. Bruce, Bruce & Counsell, Solicitors for the Township and County.

July 25th. Order, dated 14th May, issued.

OPINION OF THE BOARD.

This is an Application by the City of Hamilton for the annexation of certain lands to that City. The lands in question comprise some 97 acres of land, and 85 acres partly of marsh and partly of land covered by water, and are situated in the Township of East Flamborough in the County of Wentworth. These lands have been acquired by the City of Hamilton for the purpose of a cemetery under its powers conferred by Section 36 of "The Cemetery Act," (R.S.O. Cap. 261). The jurisdiction of the Board to entertain such an application arises under Section 21 of "The Municipal Act," and that section requires that certain formalities should be observed antecedent to the Board's acquiring jurisdiction. All these formalities appear to have been observed, but it was contended by Mr. Counsell, who appeared for certain residents of the Township of East Flamborough, as well as for that Township and for the County of Wentworth, that the petition to the Board for annexation was insufficiently signed. The petition, which is dated 1st March, 1921, is signed by one Joseph Hunter. Joseph Hunter's name appears on the voters' list as an owner, and as such entitled to vote as a municipal elector. It appears that Mr. Hunter was the owner in possession of the lands in question until the 1st May, 1920, when he conveyed them to the City of Hamilton. The conveyance is a deed of grant in the usual form, but as the whole of the purchase price was not paid down the deed, in lieu of a mortgage being given by the grantee to secure the unpaid balance of the purchase money, contains a provision for the payment of such balance at stipulated dates, with a clause of defeasance and reverter to the grantor in the event of default in payment. By a verbal agreement Mr. Hunter was to occupy the buildings on the property until a house he was building on other lands was completed, and he did in fact under that agreement remain in possession until, as he stated, about three weeks before the date of the Board's hearing of the application, that is until about the first week in April. From this it appears that Mr. Hunter was an occupant of the lands in question on the 1st of March, 1921, when the petition to the Board was signed by him. Upon these facts Mr. Hunter was a competent petitioner. A reference to Section 2, Paragraph (1) of "The Assessment Act" shows that an "occupant'" is included in the term "tenant" as used in that Act. Being undoubtedly an occupant of these lands, Mr. Hunter was a tenant, and being on the then last revised Voters' List, he was on the 1st March, 1921, a competent signatory to the petition for annexation. The fact that in the interval between his being assessed as owner of these lands and his signing the petition for annexation he had ceased to be owner and had become a tenant, did not divest him of his quality of a municipal elector—his qualification at the latter date resting on his having assumed the character of tenant.

The Applicant's proceedings being formally correct, and the Board being seized of jurisdiction to entertain the application, there seems no reasonable ground on which it should be denied.

The ostensible ground of objection put forward by Mr. Councell is that two certain allowances for road reserved in the original survey of said lands, and leading to the shore of the lake or other water, may be closed or stopped up. Against such a contingency Mr. Counsell's clients seem to be amply protected by the provisions of Section 472, Subsection (3) of "The Municipal Act," which declare that any By-law of the municipality vested with authority to legislate as to such an original road allowance, which purports to stop up the same, is ineffective until it has been approved by the Lieutenant-Governor-in-Council.

It was suggested at the hearing that the real ground of objection to this application is that the lands in question have been acquired by the City of Hamilton for a cemetery. This admittedly is the purpose for which the lands have been purchased, but this is a purpose which cannot be affected one way or another by the Board's action on this application. Under Section 36 of "The Cemetery Act," a city may acquire lands in an adjacent township for a cemetery, and thereafter maintain, manage, regulate and control the cemetery whether situate within or without the City of Hamilton. These lands have been acquired for that purpose, and may be lawfully used for that purpose, even though never annexed to the City as now sought. The approval of the Provincial Board of Health for the establishment of a cemetery on these lands has been obtained as required by Section 3 of "The Cemetery Act." The Chairman of the Board of Trustees of the proposed cemetery states that the lands are admirably suited for the intended purpose. An examination of the plans filed with the Board shows that the lands in question are isolated in a great measure by water and highways from neighboring occupied lands, and in that regard one would conclude admirably adapted for the purpose in view. The lands are roughly semi-circular in form, with their long curved side abutting upon the waters of Burlington Bay, while the land side is bounded by two highways (The Plains Road and the Toronto and Hamilton Highway), except for a distance of 780 feet, where it abuts upon the adjoining Bay View Property. No further or other formal official act is required to be done to authorize the giving by the City to these lands the character of a cemetery. This being so the argument of convenience outweighs all other considerations urged before us, and strongly favors the vesting in the City of Hamilton municipal control of this area now owned and acquired by it for the above purpose.

An Order for the annexation of the area in question will issue as sought, and the Applicant will pay in Law Stamps on the Order the sum of $10.00.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

Dated at Toronto, the 14th day of May, 1921.

Order

May 14th, 1921.

UPON THE APPLICATION of the above mentioned Petitioner, and upon reading the Petition of the Applicant herein filed with this Board, the Resolution of the Council of the Corporation of the City of Hamilton, passed on the 29th day of March, 1921, declaring the expediency of such annexation upon the terms mentioned in such resolution, upon reading the certificate of approval of the Provincial Board of Health for the establishment of a cemetery on above lands obtained as required by Section 3 of "The Cemetery Act," R.S.O., (1914), Chapter 261; upon reading declaration of service of the Notice of Hearing herein and of notice of said Petition and Resolution upon the Clerk of the County of Wentworth, upon the Reeve of the Township of East Flamborough, upon the Clerk of the Township of East Flamborough, upon the Reeve of the Township of West Flamborough and upon the Clerk of the Township of West Flamborough, and upon reading the declaration of advertising and posting up said Notice of Hearing, and upon hearing the said Petitioner in person and what was alleged by counsel for the Township of East Flamborough and the Corporation of the County of Wentworth, and Counsel for the Corporation of the City of Hamilton.

THIS BOARD DOTH ORDER AND PROCLAIM that the portion of the Township of East Flamborough in the County of Wentworth, adjacent to the City of Hamilton, described as follows, namely:

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Township of East Flamborough, in the County of Wentworth and the Province of Ontario.

Being composed of parts of lots number thirteen, in the first and broken Front Concessions, in the said Township, and lot fourteen in the said Concessions, (sometimes called unnumbered lot in front of West Flamboro), and the marsh at the head of Burlington Bay, lying between Carroll's Point and that promontory known as Burlington Heights, now in the City of Hamilton which parcel may be more particularly described as follows:

Commencing at the intersection of the division line between the properties of the late David Henderson and Peter R. Carroll with the southern limits of the Plains Road, said point being north-west angle of property now known as Bay View, said point being distant two hundred and ninety-five feet, eight inches (295′ 8″) more or less westerly from the north-easterly angle of lot thirteen in the Broken Front Concession in the said Township: Thence southerly along the western limit of the said Bay View property, seven hundred and eighty feet (780′) more or less to the water's edge of Burlington Bay; Thence south-westerly following the water's edge of Burlington Bay to the most southerly point of the low promontory known as Carroll's point; Thence on a course north seventy-seven degrees and forty-two minutes (77° 42″) west, to a point in the easterly limit of the City of Hamilton, said point being distant two hundred and thirty-five feet (235′) more or less southerly from the northern extremity of the low promontory known as Cherry Point; Thence northerly following the said limit of the City of Hamilton to its intersection with the southerly limit of the Toronto and Hamilton Road; Thence easterly following the southerly limit of said Road to where it joins the Plains Road and thence along the southerly limit of the Plains Road to the place of beginning, all of which is shown on plan filed along with Surveyor's Certificate with this Board, be and the same is hereby annexed to the City of Hamilton.

THE BOARD DOTH ORDER AND PROCLAIM that the said annexed territory shall form part of Ward No. 4 of the said City.

AND THE BOARD DOTH ORDER AND PROCLAIM that this Order shall take effect upon the fourteenth day of May, 1921.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6519.

Application by Sophia Anderson, Owner, under "The Planning and Development Act," for approval of plan of Lots 4 to 19 (inclusive) Registered Plan 108; Part Block "I", Registered Plan 79 and part Lot 5, Registered Plan 64, all in the City of St. Catharines.

Mar. 24th. Application and material filed.

Apr. 20th. Hearing, pursuant to appointment, 11 to 11.20 a.m. Plan to be amended (See Reporter's Notes). (Ambiguous Streets to be eliminated) and City to give unconditional approval.

Apr. 26th. Revised plan filed.

Apr. 30th. Revised plan approved and certified.

PROCEDURE FILE 6591.

In the Matter of the Application of the City of Windsor, under Section 44 of "The Municipal Act," for a redivision of the said City into seven wards.

Mar. 29th. Application, certified copy of Resolution of City Council and description by Ontario Land Surveyor filed.

Apr. 21st. Certified copy of new Resolution, dated April 11th, of City Council filed.

Apr. 23rd. Order.

Aug. 8th. Certified copy of Resolution revoking and rescinding former Resolutions herein filed.

Aug. 9th. Order, rescinding Board's Order of April 23rd, 1921, issued.

ORDER

August 9th, 1921.

UPON THE APPLICATION of the Corporation of the City of Windsor, and upon reading the Order of the Board made herein on the 23rd day of April, 1921, and upon reading a certified copy of a Resolution of the Council of the City of Windsor dated the 2nd day of August, 1921, and it appearing that the said Order of the 23rd day of April, 1921, was applied for through inadvertence, and upon an erroneous view of the effect thereof, and the said Order not having been acted upon,

THE BOARD ORDERS that the said Order dated the 23rd day of April, 1921, be and the same is hereby rescinded and revoked.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

Saturday, the twenty-third day of April, 1921.

BEFORE:

D. M. McINTYRE, ESQ., K.C., *Chairman,* and
J. A. ELLIS, ESQ., *Commissioner.*

In the Matter of the Application of the Corporation of the City of Windsor, under Section 44 of "The Municipal Act," as enacted by Section 10 of Chapter 34, Ontario Statutes, 1915, for a new division into wards of the said City.

UPON THE APPLICATION of the Corporation of the City of Windsor, and upon reading the Resolutions adopted by the Council of the said Corporation on the 14th day of February, 1921, and the 11th day of April, 1921, respectively, by a vote of two-thirds of all the members of the Council, and the other material filed, and no one opposing this application although Public Notice thereof has been given by publication of same once a week for two weeks in two local newspapers having a general circulation in the area affected.

THIS BOARD ORDERS AND PROCLAIMS that the said City of Windsor be and the same is hereby redivided into seven wards and described as follows:

Ward I. Commencing at the harbor line of the River Detroit where it is intersected by the westerly limit of the City of Windsor; Thence southerly along the said westerly limit to the production westerly of the southerly limit of Union Street; Thence easterly along the southerly limit of Union Street and its production to the line between Farm Lots 71 and 72; Thence southerly along the line between Farm Lots 71 and 72 to the production westerly of the southerly limit of Adelaide Street; Thence easterly following said production and said southerly limit of Adelaide Street to the easterly limit of Wellington Avenue; Thence northerly along the easterly limit of Wellington Avenue to the centre of Erie Street; Thence easterly along the centre of Erie Street and its production to the line between Farm Lots 75 and 76; Thence northerly along the line of Farm Lots 75 and 76 to the harbor line of the River Detroit; Thence westerly along said harbor line to the place of beginning.

Ward II. Commencing at the harbor line of the River Detroit where it is intersected by the line between Farm Lots 75 and 76; Thence southerly along said line between Farm Lots 75 and 76 to the production westerly of the centre of Erie Street; Thence easterly along the centre of Erie Street and said production to the centre of Coveau Street; Thence northerly along the centre of Coveau Street and its production northerly to the harbor line of the River Detroit; Thence westerly along said harbor line to the place of beginning.

Ward III. Commencing at the harbor line of the River Detroit where it is intersected by the production northerly of the centre of Coveau Street; Thence southerly following said production and the centre of Coveau Street to the centre of Erie Street; Thence easterly along the centre of Erie Street to the centre of Marentette Avenue, south; Thence northerly following the centre of Marentette south. to the centre of Montmorenci Street; Thence easterly along the centre of Montmorenci Street to the centre of Marentette Avenue north; Thence northerly along the centre of Marentette Avenue north and its production northerly to the harbor line of the River Detroit; Thence westerly along the harbor line of the River Detroit to the place of beginning.

Ward IV. Commencing at the harbor line of the River Detroit where it is intersected by the production northerly of the centre of Marentette Avenue; Thence southerly following the said production and the centre of Marentette Avenue north to the centre of Montmorenci Street; Thence westerly along the centre of Montmorenci Street to the centre of Marentette Avenue south; Thence southerly along the centre of Marentette Avenue south to the centre of Erie Street; Thence easterly following the centre of Erie Street to the easterly City limits; Thence northerly along the easterly City limits to the harbor line of the River Detroit; Thence westerly along the harbor line of the River Detroit to the place of beginning.

Ward V. Commencing at the centre of Erie Street where it is intersected by easterly City limit; Thence southerly along the said City limit to southerly side of Tecumseh Road; Thence westerly along the southerly limit of Tecumseh Road to the centre of Marentette Avenue (north of Tecumseh Road); Thence northerly along the centre of Marentette Avenue to the centre of Erie Street; Thence westerly along the centre of Erie Street to the place of beginning.

Ward VI. Commencing at the centre of Erie Street where it is intersected by the centre of Marentette Avenue; Thence southerly along the centre of Marentette Avenue to the southerly limit of Tecumseh Road; Thence easterly along the southerly limit of Tecumseh Road to the line between Farm Lots 89 and 90; Thence southerly along the line between Farm Lots 89 and 90 to the northerly

limit of the Right of Way of the Canadian Pacific Railway; Thence westerly along the said northerly limit of the Right of Way of the Canadian Pacific Railway to the easterly limit of McDougall Street; Thence northerly along the easterly limit of McDougall Street to the southerly limit of Tecumseh Road; Thence westerly along the southerly limit of Tecumseh Road to its intersection with the centre of Coyeau Street; Thence northerly along the centre of Coyeau Street to the centre of Erie Street; Thence easterly along the centre of Erie Street to the place of beginning.

Ward VII. Commencing at the centre of Erie Street where it is intersected by the centre of Coyeau Street; Thence southerly along the centre of Coyeau Street to the southerly limit of Tecumseh Road; Thence westerly along the southerly limit of Tecumseh Road to the line between Farm Lots 74 and 75; Thence northerly along the line between Farm Lots 74 and 75 to the southerly limit of Tecumseh Road north; Thence westerly along the southerly limit of Tecumseh Road north to the easterly limits of lands of the Michigan Central Railway (being the westerly limit of the Alley next west of Wellington Avenue); Thence northerly along the easterly limits of lands of the Michigan Central Railway to the southerly limit of Adelaide Street; Thence easterly along the southerly limit of Adelaide Street to the easterly limit of Wellington Avenue; Thence northerly along easterly limit of Wellington Avenue to the centre of Erie Street; Thence easterly along the centre of Erie Street and its production to the place of beginning.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6606.

Application by The Norfolk County Telephone Company, Limited, under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

April 6th. Application filed.

June 24th. Hearing, pursuant to Appointment, 10 a.m., Town Hall, Waterford. Adjourned to July 4th, at 3 p.m.

July 4th. Hearing continued, pursuant to adjournment. Judgment reserved.

July 25th. Opinion and Order issued.

Dec. 6th. Order (amending Order of July 25th) extending the time for establishment of Central Office at Port Dover, to April 25th, 1922.

OPINION AND ORDER.

This application was heard at Waterford on June 24th, 1921, when evidence was submitted on behalf of the applicant and the testimony taken of certain opposing subscribers relative to the service furnished.

At the request of W. E. Kelly, K.C., acting on behalf of the County of Norfolk, consent was granted to an examination by an auditor of the books of the applicant, and at a subsequent hearing held at Toronto, on July 4th, 1921, the report of Mr. William C. Benson, Chartered Accountant, was received and the arguments on behalf of the applicant and the County of Norfolk heard.

The evidence submitted by the applicant consists of the following productions:

1. Copies of financial statements and auditors' reports for the years 1908 to 1920, inclusive.

2. Statement showing that the applicant had in operation on December 31st, 1920, 430 miles of pole lead carrying 2,337 miles of wire furnishing service to 2,004 telephones, this equipment including 30 miles of copper and 208 miles of iron wire used for interchange of service between exchanges.

3. Statement showing the cost of plant and equipment to be $115,217.40, which amount was provided by $43,290.00 paid-up stock, $71,656.52 out of revenue, and the balance from loans or other indebtedness.

4. List of party line circuits and number of stations upon each circuit.

5. Statement from 1907 to 1920, inclusive, showing that the following dividends per annum have been paid: two years, ten per cent.; five years, eight per cent.; three years, six per cent.; one year two and one-half per cent., and three years, nil.

6. Statement showing actual expenditure on operation and maintenance in 1920, the estimated requirements for 1921 and the earnings for 1920.

7. Statement showing details of requirements for operators' salaries in 1921.

8. Statement showing details of requirements for maintenance in 1921.

9. Statement showing expenditure on plant, annual depreciation at five per cent. per annum, dividends and interest on loans at eight per cent. per annum, and dividends and interest actually paid from 1907 to 1920, inclusive.

10. Statement showing net revenue, depreciation at five per cent. per annum and interest on paid up stock at eight per cent. per annum from 1907 to 1920, inclusive.

11. Classification of increases applied for showing a proposed additional revenue of $6,112.00 per annum.

12. List of applicant's exchanges with distance in miles between each exchange.

13. Plan showing location of applicant's exchanges and connecting trunk lines.

14. Copies of municipal by-laws granting to the applicant the right to use the highways.

The productions enumerated herein furnish a very comprehensive history of the applicant's operations from the inception of its business in 1907 to the present time, and these, together with the evidence submitted by all parties interested, have been carefully considered by the Board.

Before the facts submitted by the applicant are dealt with, it is necessary that the evidence submitted in opposition to the granting of this application be reviewed, and in so doing the Board desires to emphasize its policy in dealing with this and all similar applications, viz., that service to the public is the paramount consideration, and in order to ensure the provision of an efficient service, it is necessary that those who invest their money in the telephone business be furnished with a revenue adequate to return a reasonable interest upon their investment, after making proper provision for the depreciation of plant and equipment.

In this case the opposing evidence may be divided into two classes: inefficient service and the financial need of the applicant.

In regard to service, if the Board were convinced the weight of evidence was such as to justify the assumption that the applicant has allowed its system

to deteriorate to a point where the service is universally inefficient, and is wholly neglectful of its subscribers' requirements, it would be necessary to consider this matter further. On the other hand, it is due to the applicant to endeavor to reach a just conclusion from the evidence submitted.

In this case eight witnesses testified as to the service rendered by the applicant, the following being a synopsis of their evidence, with the exchanges to which their telephones are connected:

Robert M. Taylor. Port Dover—Local service bad. Difficulty in getting out of town. Complained three, four or five times a year, but not to manager. Difficulty getting through Simcoe. Uses 'phone six or seven times a day and very often gets satisfaction.

W. F. Donald, Port Dover—Difficulty in getting Simcoe. Poor night service.

Henry Misner, Port Dover—Cannot get Simcoe. Local service poor nights and mornings.

Herbert M. Stickney, Simcoe—Could not get Central and had to drive three miles. This occurred three years ago. Rings do not come in properly.

Reginald Janet, Simcoe—Complained of local service.

William J. Schuyler, Simcoe—Poor trunk service to Waterford.

Bradford Bowlby, Simcoe—Cannot be heard. Is a little hard of hearing. Difficulty in getting Waterford. Simply a joke to report to Simcoe.

Samuel Disbrow, Teeterville—No fault with Teeterville. Good local service. Complains of trunk service, also of long distance service.

The conclusion reached by the Board from the foregoing evidence is:

1. That the service at Port Dover is not as efficient as it should be, and especially so during the early hours of the morning and at night. The Board will insist upon this condition being remedied.

2. The service at Simcoe is not efficient and the present system of reporting complaints to the manager of the applicant's system is not reliable. Owing to the duty of furnishing service at this point being divided between the applicant and the Bell Telephone Company, the Board is unable to fix the responsibility for the conditions complained of. The matter, however, has been taken up with the Bell Telephone Company, and so far as the applicant is at fault, the Board will insist upon the causes of these complaints being removed. The Board has, however, no legislative authority over the Bell Telephone Company.

3. The traffic passing over the trunk lines of the applicant is at times beyond the capacity of such lines. This difficulty can only be overcome by restricting the calls to those actually necessary and by eliminating all frivolous and unimportant conversations which are the product of free service between exchanges. It would appear that the only effective method of remedying this condition is by the imposition of a small toll charge between each exchange, as suggested by the applicant.

Mr. Forbes, manager of the applicant's system, in discussing the foregoing complaints, stated it was not possible to give good service over free trunks, and that most of the trouble complained of was due to overloaded trunk lines and unlimited service. The same witness also stated, in regard to Port Dover, that they were burnt out at that point, and up to the present time had not been able to secure a proper building. When this was obtained an adequate service would be given. In support of his contention that the applicant was endeavoring to improve the service, Mr. Forbes said that a new switchboard with three operators' positions had been recently installed at Waterford at a cost of $2,700.00; that the

old two-position board had been rebuilt, and now replaced the old one-position board at Delhi, and the latter had taken the place of a smaller one at Teeterville. Each of these changes had the effect of increasing the capacity of the operating staff for handling the calls more effectively and speedily. It was further stated by this witness that the applicant proposed to establish a copper circuit between each exchange, one of the objects of this application being to enable this to be carried out. A copper circuit had already been erected at a cost of $4,000.00 between Port Dover and Waterford, from which investment not five cents revenue has been earned.

With reference to the statement of counsel for the county, to the effect that officers of the company who gave evidence at Waterford admitted the service was poor, attention is directed to the testimony of Mr. Forbes, the only witness who gave evidence for the applicant on this point. In his evidence (page 15) this witness states in reply to question from counsel:

"If I were to go back for five or six or seven years I could say it was almost impossible to give service at all. We have done the very best we could with the money available and the help available, but I will venture to say that we have been giving 100 per cent. service during the past year and a half."

This cannot be very well interpreted as an admission that the service is poor at the present time. This witness and Dr. Alway admitted that the traffic was congested between the exchanges, but both contended that this condition is entirely due to free trunk service. In this connection the records of the Board show the experience of other systems within its jurisdiction to have been similar to that of the applicant, prior to the adoption of toll charges between exchanges.

In considering the matter of service the Board cannot overlook the fact that notwithstanding the publicity given to the hearing of this application, only eight subscribers out of 2,100 gave evidence of alleged inefficient service. Of these three were from Port Dover, where there are 217 subscribers, four from Simcoe out of 583 subscribers, and one from Teeterville, which last named witness laid emphasis on the fact that the local service was good. Although the hearing was in Waterford, to which exchange 583 telephones are connected, not one complaint was registered from that district. Delhi with 260 stations and Scotland with 201 subscribers were also not heard from. It is further difficult for the Board to believe that there exists any universal cause for complaint in view of the growth of the applicant's system from 1,000 telephones in 1912 to 2,100 in 1921; in fact M. Forbes testified that he had installed 1,600 new services in the past seven years. With the machinery available through "The Ontario Telephone Act" for the establishment of telephone systems by the people this growth is inconceivable if universally bad service and general dissatisfaction existed. Nevertheless the Board will keep under its observance the operations of the applicant's system with a view to requiring the furnishing of the most efficient service possible, and will not fail to take action whenever reasonable grounds exist for so doing.

Reverting to conditions existing in 1912, referred to by counsel, at that time an application was before the Board of a similar nature to the one under consideration now. The Board, as a result of a report from its telephone adviser, Mr. Dagger, severely criticizing the service and management, dismissed the then application. A year later, in March, 1913, the application having been renewed, was heard at Simcoe, and the following extracts from the proceedings at that hearing are quoted herein as follows:

The Chairman—We had a report from Mr. Dagger, our expert, and he shows in his report that a fairly good service is being rendered.

Mr. Squire—That will make it unnecessary for me to call my witnesses.

The Chairman—That is the purport of your report?

Mr. Dagger—Yes.

The Chairman—Mr. Dagger came to this locality last month and made an examination and a fairly exhaustive test at the centrals as to the character of the service rendered on the lines. He interrogated the subscribers over the line and the results given him were such as to indicate that on the whole the subscribers were fairly well satisfied. For instance, on Line 2: Conversation O.K., no complaint; Line 3: Conversation O.K., no complaint; Line 6: Conversation O.K., no complaint; Line 7: Conversation O.K., says cannot always hear." Of course that occurs on the best of lines. "Line 8: Conversation only fair, slight cross talking. Line 9: Conversation O.K., no complaint. Line 10: Conversation O.K., cannot hear sometimes. Line 11: Conversation O.K., no complaint; Line 13: Conversation O.K., no complaint; Line 14: Trouble on line due to weather; Line 16: Conversation O.K., no complaint; Line 18: Conversation O.K., no complaint; Line 19: Conversation O.K., no complaint; Line 20: Conversation O.K., no complaint.

So that you will see on these lines there is no serious complaint made. He also made tests at Delhi, Teeterville, Scotland and Port Dover, with practically the same results. The general nature of the answers he got was that they had no ground of complaint, so that I think that in view of Mr. Dagger's report, and he is an expert in these matters, we will not ask the company to give any evidence as to the character of their service."

Mr. Squire—Might I submit as evidence in connection with Delhi the following letter from W. H. Whitside, of Delhi: "March 26th, 1913: Mr. J. B. Jackson, The Norfolk County Telephone Company, Simcoe, Ontario, Dear Sir: I have your letter of the 24th, advising that the Ontario Railway and Municipal Board will meet in Simcoe on Thursday of this week. I had fully intended to be present at that time, but owing to unexpected urgent business turning up to-day, I find that I have to leave this afternoon for Toronto, and consequently will be unable to attend the meeting.

"I wish to say, however, that there has been a very great improvement during the last few months in the service rendered by the Norfolk County Telephone Company, and at the present time the service is entirely satisfactory to us, and we think should be to others. In fact the writer has personally asked the opinion of some other users during the last few days, and has been assured that the service is giving very good satisfaction at the present time.

"If you so desire you are at perfect liberty to use this letter."

Dr. Shehan—I had a conversation with Mr. Whitside a few days ago, and he told me he was well satisfied with the service since the cable had been put in, but what we are anxious for is a night service.

The Chairman—Is there anyone else to speak for Delhi or for Oakland or Middleton or Norwich or Townsend or Windham or Woodhouse? If there is any subscriber here we will hear him, or we will hear any representative of the municipal councils or anybody who has any interest in the matter.

Mr. S. L. King—I was appointed by the township council of Woodhouse, along with Mr. Aiken, who is Reeve, to appear before this Board on behalf of the township.

The Chairman—A pretty good service now?

Mr. King—It is much better than it was a year ago, but there are lots of people kicking yet, and I suppose there will always be people kicking no matter what they get.

Mr. Wilcox, Waterford—I suppose you are asking for complaints, but I have no complaints to make.

The Chairman—We will allow you to say a good word for the company if you can.

Mr. Wilcox—I do not think the Bell people have ever put up a better service than the Norfolk County people are doing. I have no axe to grind, and I have no stock in the company, but I do think they are giving the subscribers a very cheap rate, and that $15.00 is reasonable. I would not object if they charged me $25.00.

These extracts and the subsequent large growth of the applicant's system, notwithstanding an increase in the charges for service granted at that time, and the evidence submitted in this case do not in the opinion of the Board support counsel's contention that the conditions which prevailed in 1912 exist to-day.

Regarding the report submitted in evidence by Mr. Benson for the County of Norfolk as to the financial need of the applicant, with the exception of one item relating to the purchase of thirty-eight shares of stock for $760.00 in 1909, which has been satisfactorily explained by Dr. Alway, the accuracy of the applicant's books and financial statements is not questioned, by Mr. Benson's criticisms being directed to the following points:

1. The applicant's budget estimate is too large by $3,726.14.
2. The item of $3,302.78 for maintenance material in 1920 should be charged to depreciation.
3. No charge has been made against the depreciation reserve.
4. Revenue is not credited with interest upon the applicant's investments.
5. Item of $750.00 for depreciation on cars objected to.
6. No budget submitted for income.
7. Income should include revenue from new subscribers.
8. Budget includes "Bell" switching charge on 550 telephones; only paid on 502 last year.
9. Investment in South Norfolk Telephone Co. criticized.
10. No inventory of plant to verify investment of $115,217.00.

Dealing with item No. 1 of Mr. Benson's criticisms, Mr. R. W. Johnson, chartered accountant, who has audited the books of the applicant since 1910, stated that it would not be fair to compute the estimated expenses for one year upon the disbursements for the first six months, for the reason that as a result of weather conditions the cost of repairs during July and following months is much heavier than in the preceding months. The Board is inclined to accept this view. A study of Production 7 and 8 would indicate that the computation of Mr. Benson does not bear out his contention as it would appear that his figures for the first half of 1921 do not include the following additional items of estimated expenditure:

New operator at Waterford, 6 months	$ 263 38
Wages of extra linemen, etc., 3 months	1,287 00
Increased switching charges, Simcoe, 12 months	825 00
	$ 2,375 38

These amounts added to the expenditure on twelve months basis, estimated by Mr. Benson at $16,803.86, would increase his total to $19,179.24, as compared with the applicant's estimate of $20,530.00. It must be noted, however, that while the additional payment of $825.00 for switching to the Bell Telephone Company is included in the applicant's budget, it is not yet being paid. This will be dealt with further.

It is proper to state that in dealing with the budget submitted this Board must concede to the applicant the right to determine what is the necessary expenditure to carry on its business. In the absence of proof of unnecessary and extravagant expenditures the Board would hesitate to interfere with the discretion of those responsible for the operation of a public utility company in the matter of its expenditure upon such operation. In this case, with the exception now referred to, it has not been suggested that the applicant's budget is unnecessarily high or extravagant. It must further be borne in mind that the applicant can in any event only secure the advantage of any increased charges which may be granted for the last half of 1921, whereas its budget covers the full year.

As to Item 2, the Board is satisfied from the evidence of Mr. Johnson, who audited the various items, making the total of $3,302.78, for maintenance material, that this amount is properly charged to repairs.

Regarding Item 3, while the Board is not entirely satisfied that some expenditures in the past should not have been charged against the depreciation reserve, it must be remembered that the oldest part of the applicant's system is only thirteen years old, and that seven years ago the plant was half its present capacity. The rapid growth of the system would no doubt necessitate the construction of much new plant and the rearrangement of existing, but not worn-out, equipment to provide for new business, all of which might be properly charged to construction. It must also be borne in mind that a depreciation allowance of five per cent. per annum contemplates a life of twenty years, and that in theory the amount set aside is for the purpose of replacing the plant at the end of that period, and is therefore not intended for use in the interval. In practice, however, many parts of a telephone plant have a much shorter life than twenty years, while not many parts require replacement, except to provide for rapid growth, within thirteen years. Where plant is replaced to provide for rapid growth the old unit is usually placed in service elsewhere, hence the charge to depreciation, if made at all, would only be the cost of removal. There is no doubt that the time has arrived when the applicant will require to expend from year to year considerable amounts out of its depreciation reserve upon replacements, and the Board will require the applicant to keep a separate account of this fund and to follow more closely the provisions of Sections 92 and 93 of "The Ontario Telephone Act, 1918," in regard thereto.

With regard to Item No. 4, no evidence is before the Board that the applicant has received any interest from investments with which to credit revenue. However, if such interest is earned at any time upon moneys invested out of the applicant's depreciation reserve, Section 93 of the Act, already referred to, provides that all such interest must be carried to the credit of such reserve.

In regard to depreciation on cars (Item 5), in view of the evidence of Mr. Johnson to the effect that "cars that are run about the country by all kinds of men and driven in all sorts of weather, you should take thirty-three per cent. the first year, twenty-five per cent. the second, and twenty-five per cent. the third," this amount does not appear to be unreasonable.

Respecting Item 6, while the applicant did not submit a budget of estimated income for 1921, such a budget could readily have been prepared by Mr. Benson from the material furnished. The auditor's report for 1920 shows, however, that the net profit for the year was insufficient to pay the usual dividend of eight per cent. on the paid-up stock.

The Board agrees with the view that income should include revenue from new subscribers (Item 7).

With regard to Item 8, Production No. 11 shows that the applicant had on December 31st, last, 531 telephones connected at Simcoe. The difference of nineteen is a reasonable provision for growth during 1921.

The Board is satisfied that the investment by the applicant of a portion of its reserves in the South Norfolk Telephone Company (Item 9) was perfectly proper. As no part of such investment is a charge against the revenue of the applicant the operations of the company referred to are not material to this application.

In regard to Item 10 the Board is satisfied that in comparison with other companies in the province operating over 1,000 telephones, the total investment is very reasonable, and indicates the exercise of economy in the construction of its plant. The average investment per telephone, of the applicant, is $57.49, and the amount upon which each subscriber is required to furnish dividend and interest is $29.10, representing paid up stock and loans. Without expressing itself as to what the value of the plant for rate-making would be, if an inventory was prepared and a valuation made at present prices, less depreciation, the Board is of opinion that it would not be in the interest of the subscribers to adopt such a course of procedure at this time.

The evidence submitted by the applicant shows that up to December 31st, 1920, $115,217.00 has been expended in plant and equipment, $43,290.00 of which is paid-up stock, the balance of $71,927.00 having been furnished out of revenue. Of the last-named amount there is due to the plant and equipment as a reserve for depreciation at the rate of five per cent. per annum, $54,313.54, leaving a surplus of $17,613.46. Had a dividend at the rate of eight per cent. per annum on the paid-up stock been declared the actual surplus covering fourteen years of operation invested in the system would have been $922.61.

Production No. 10, which furnishes a very clear record of the financial results of the applicant's operations from the inception of its business shows the aggregate net revenue available for depreciation and interest over a period of fourteen years to be $100,981.03, or nine per cent. per annum on the total investment. After deducting depreciation at the rate of five per cent. per annum the balance remaining is $46,667.92, or 4.3 per cent. per annum on the cost of plant and equipment.

Production No. 9 shows the aggregate amount of all the dividends actually paid to be $28,521.07, being an average of 5.05 per cent. per annum on the paid-up stock or 2.62 per cent. per annum on the total investment. It would not appear, therefore, after making proper provision for depreciation, that the profits earned by the applicant's system, have been unreasonable or excessive.

The only essential point raised by the opponents to the granting of this application in criticism of the applicant's system of accounting was to the effect that expenditures upon reconstruction had been charged as a part of maintenance cost instead of being debited to the depreciation reserve. No definite evidence was, however, submitted in support of this criticism. It may be, under a more exact system of segregating disbursements than that adopted by the applicant,

it would be found that this criticism is justifiable to some extent, but an examination of the maintenance expenses and the evidence of Mr. Johnson, do not warrant the conclusion that these expenditures include the cost of reconstruction as a result of depreciation to an extent which would materially affect present revenue requirements. There will, however, be a direction to the applicant to revise its system of accounting so as to make possible the keeping of a separate record of the monies set aside as a depreciation reserve, and to furnish the Board from time to time with particulars of all expenditures upon the replacement of plant and equipment. The applicant will further be required to obtain the approval of this Board to any further investment of this reserve, either in the construction of new revenue earning extensions or additions to its system, or in the purchase of outside securities of any kind. It may be observed here, providing the approval of this Board is first obtained, that the investment by a telephone company of its depreciation reserve in new construction or in interest-bearing securities is a perfectly proper procedure, and one which, as in this case, often results in an indirect saving to the subscribers. For example, if the applicant had kept its reserve intact as a liquid asset, it would have been necessary to have issued additional capital stock or other securities in order to provide for the growth of its business. If this had been done the subscribers would have been required to furnish a revenue sufficient to provide interest upon the total investment of $115,217.00, which at eight per cent. per annum would be $9,217.36, instead of $4,346.20, the amount required to pay a dividend upon the present stock, a saving in the applicant's revenue requirements of $4,871.20 per annum.

As has already been stated herein, the applicant will in the near future require to expend considerable sums upon the replacement of its plant and equipment, and as the Board will not permit the cost of this work or any part of it to be a charge against maintenance any amount so required in excess of five per cent. per annum of the total investment must be provided in the issue of additional stock or other securities. It will not, however, be possible to issue such securities for purposes of replacements or revenue earning additions to its system, unless the applicant is in a position to show that it is earning a reasonable interest upon its present paid-up stock. In order, therefore, to enable the applicant to continue to supply the increasing demand of the public for service, and to make possible such replacements and improvements to the system as will secure the provision of an efficient service to existing subscribers, it is incumbent upon this Board to approve such charges as may be necessary to provide an adequate revenue for the operation, maintenance and management of the system, ample provision for depreciation and a reasonable dividend upon the paid-up stock.

The auditor's report for the year ending December 31st, 1920, shows that after providing 4.34 per cent. for depreciation and payment of a dividend of eight per cent. on the paid-up stock, there was a deficit of $730.00. If the full amount of five per cent. had been set aside for depreciation this deficit would have been $1,409.87. In other words, the dividend actually earned, after making proper provision for depreciation, was 4.58 per cent.

The applicant's budget of estimated expenditure in 1921, as set out in Productions Nos. 6, 7 and 8, forecast an increase of $7,053.17, to which must be added $700.00 for the remuneration of the Secretary-Treasurer, which has erroneously been omitted, making a total increased expenditure of $7,753.17. In considering this budget, the items to which objection has been taken by Mr.

Benson, the auditor, representing the opponents to the granting of this application, have been noted, and subject to certain revision as herein mentioned, the Board has adopted his figures. There will therefore be the following deductions made from the applicant's estimate of expenditure for 1921:

Deductions by Mr. Benson		$ 3,726 14
Less allowed by Board:		
For operators	$ 263 38	
For repair men	1,287 00	
Net deduction for wages		2,175 76
		$ 1,550 38
Additional "Bell" switching charges (not yet in effect)		825 00
Total deductions		$ 3,000 76
Applicant's budget, less depreciation and dividend		37,624 50
Add for Secretary-Treasurer (omitted)		700 00
		$ 38,324 50
Less deductions		3,000 76
Budget as revised by the Board		$ 35,323 74

After giving careful consideration as to the most equitable method of fixing charges for service which will produce the revenue required, the Board has found it necessary to reject the schedule of proposed rates for rural service filed by the applicant, and to substitute therefor the following:

Simcoe	$ 18 00 per annum.
Waterford	18 00 per annum.
Delhi	16 50 per annum.
Port Diver	16 50 per annum.
Scotland	16 50 per annum.
Teeterville	16 50 per annum.

Subject to such conditions as may be contained herein the foregoing charges will be allowed as from July 1st, 1921, as also will those proposed for local business and residence service filed by the applicant as Production No. 11.

A charge of five cents will be approved for each conversation of five minutes duration originating upon lines connecting at Simcoe, Waterford, Delhi, Port Dover, Scotland or Teeterville, and terminating at any exchange upon the system of the applicant other than that upon which the conversation originated, subject, however, to the following exceptions, namely: there shall be no charge for conversations originating upon the Scotland exchange and terminating upon lines connected at Waterford, or for conversations originating at Teeterville and terminating upon lines connected at Waterford or Delhi.

It is estimated that the charges herein set forth will produce the following revenue per annum.

1030 telephones at $18	$ 18,540 00
610 telephones at $16	10,055 00
18 telephones at $17	306 00
93 telephones at $20	1,860 00
63 telephones at $22	1,386 00
111 telephones at $24	2,664 00
21 telephones at $25	525 00
2 telephones at $30	60 00
25 extensions at $10	250 00
	$ 35,656 00
122 new stations, 6 months, at $9.00	1,098 00
Long distance tolls	6,500 00
Local trunk tolls (new)	2,000 00
	$ 45,254 00
Expense as per revised budget	$ 35,323 74
Depreciation 5 per cent. on $115,217.00	5,760 87
	$ 41,084 61
Net revenue	$ 4,159 39
8 per cent. on $43,290 paid-up stock	3,463 20
Surplus	$ 706 19

It is proper to state that while the foregoing figures are computed upon the operations of a completed year, the applicant will receive only six months revenue at the increased charges, the income for the first half year having already been collected at the prevailing rates.

It must be noted that while the foregoing statement shows a surplus of $706.19, it will be necessary for the applicant to bring its operating staff at Port Dover up to the standard, as at Delhi, as a condition of the granting of this application. The additional expense involved in making this improvement will, in all probability, wipe out this surplus.

The amount of additional revenue to be derived from the establishment of a toll charge between exchanges is problematical, but the experience of other systems which have adopted similar charges is such as to warrant the belief that the Board's estimate in this regard is conservative.

The Board, upon an analysis of the relative costs of operation at Simcoe and Waterford, is of the opinion that there is no justification for any difference in the charges for rural service at these two points. It has, further, reached the conclusion that no valid reason exists for any difference in the charges for this class of service at Delhi, Port Dover, Scotland and Teeterville. In view, however, of the fact that the two last-named points are almost exclusively rural exchanges, Teeterville especially so, the subscribers to these exchanges should not be deprived of connection with their nearest business centre. The continuance of the free interchange provided for in the case of these two exchanges will largely depend upon the exigencies of the traffic and will be conditional upon the extent to which this privilege is abused by the subscribers loading the trunks with unnecessary or unduly prolonged conversations. In the event of the applicant establishing copper circuits at these two points for long distance traffic such circuits will not be available for free calls.

In regard to interchange between those exchanges for which a toll charge is herein authorized, the traffic shall be upon the station-to-station basis and all calls shall be supervised in the same manner as prevails in the handling of long distance business. The applicant shall be entitled to "messenger fees" wherever the use of a messenger is involved.

Pursuant to its opinion as herein expressed, the Board orders:

1. The applicant shall forthwith file schedules of its telephone tolls in conformity with the charges herein authorized.

2. The applicant shall, within three months of the date hereof, establish a central office at Port Dover in suitable premises and shall install in such office a staff of operators who shall be under its direct supervision and control, upon the same basis as now prevails at Delhi.

3. The applicant shall, by careful observation of its party-line traffic, take steps to ascertain which of such circuits are over-loaded with stations or traffic to the extent that frequent and unreasonable delays occur in the completion of calls to or from the subscribers connected upon such circuits, and whenever necessary in order to eliminate such delays, each such circuit shall be re-arranged so as to provide that the number of stations connected thereupon shall not exceed fifteen. The cost of such re-arrangement shall be a charge to construction account.

4. The applicant shall make such provision as may be necessary to ensure that a written report of all complaints, whether verbal or in writing, shall be furnished daily to the manager by the chief operator at each exchange under

its own supervision, and shall further use every effort to induce the Bell Telephone Company to furnish a similar report in respect of the applicant's subscribers whose lines terminate at Simcoe.

5. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the applicant shall, on December 31st, 1922, and each year thereafter, set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest and the money so deposited may, with the approval of the Board, be expended in new constructions or extensions or additions to the property of the company, or, with the like approval, may be invested in interest-bearing securities; and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new construction, extensions or additions, shall from time to time be carried to the credit of the said fund.

6. That the applicant shall, on or before the fifteenth day of January in each year, furnish the Board with a report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 5 hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last-named date.

7. That the applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment and shall each year furnish its shareholders with an annual report and balance sheet in the form approved by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no order for costs, save and except that the applicant shall pay $25.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

I agree,

(Sgd.) A. B. Ingram,
Vice-Chairman.

Monday, the 26th day of July, A.D., 1921.

Order

December 3rd, 1921.

WHEREAS the Board on its Order dated the 25th day of July, A.D., 1921, provided as follows:

"2. The Applicant shall, within three months of the date hereof, establish a central office at Port Dover in suitable premises and shall install in such office a staff of operators who shall be under its direct supervision and control, upon the same basis as now prevails at Delhi."

AND WHEREAS the applicant has applied to the Board for an extension of the period within which to carry out the provisions of its Order herein referred to.

AND WHEREAS the Board is of opinion that the reasons set forth by the applicant are such as to justify the granting of such extended period.

THE BOARD NOW ORDERS that its Order dated the 25th day of July, 1921, be amended by striking out the words on page 20 thereof "the Applicant shall within three months of the date hereof," and substitute in lieu thereof the following "the Applicant shall on or before April 25th, 1922," provided that the Board may at any time hereafter of its own motion or upon any application or complaint supported by satisfactory proof that the applicant is not furnishing an efficient service at Port Dover, rescind this Order and require the same to be amended, varied or otherwise changed or modified as to the said Board may seem requisite or proper.

And the Board makes no Order for costs, save and except that the Applicant shall pay the sum of $5.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6610.

Application under Section 10 of "The Planning and Development Act," as enacted by Section 3, Chapter 60, Ontario Statutes, 1920, for approval of Deed Grace Herrick to Myrtle Lena Baker, of part Lot 86, north on Talbot Road East, Township of Malahide.

April 6th. Application and material filed.

April 20th. Hearing, 11 a.m. No one appeared. Document (Deed) approved and certified.

Procedure File 6611.

Application, under Section 10 of "The Planning and Development Act," as enacted by Section 3, Chapter 60, Ontario Statutes, 1920, for approval of the following transfers:

1. Conveyance—Annie C. Owens to Chas. E. Harp;
2. Mortgage—Chas. E. Harp, et al, to Bianca Harp and Annie C. Owens;
3. Quit Claim—Bianca Harp to Chas. E. Harp;
4. Conveyance—Geo. E. Harp and Bianca Harp (Executors of Estate of Joseph Harp) to Bianca Harp;
5. Conveyance—Geo. E. Harp and Bianca Harp (Executors of Estate of Joseph Harp), to Annie Christina Owens;
6. Widow's Election—Bianca Harp to Chas E. Harp;
7. Conveyance—Bianca Harp and Geo. E. Harp (Executors of Estate of Joseph Harp) to Chas. E. Harp.

being parts lots 88 &c. on Talbot Road, Township of Malahide.

April 6th. Application and documents filed.

April 20th. Hearing, pursuant to Appointment, 11 a.m. No one appeared. Documents approved and certified.

PROCEDURE FILE 6629.

Application by The Burgessville Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

April 15th. Application (b) filed.

June 22nd. Hearing, pursuant to Appointment, 1 p.m., Court House, Woodstock. Application granted from July 1st, 1921.

July 30th. Report of Mr. McIntyre, Chairman of the Board, filed.

July 30th. Order.

ORDER

July 30th, 1921.

UPON THE APPLICATION of the above-named Applicant, upon reading the Report of Donald M. McIntyre, Esquire, K.C., Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and the other material filed,

THE BOARD ORDERS, subject to the several conditions prescribed in this Order, that the Applicant, The Burgessville Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from the first day of July, A.D., 1921:

For Individual Line Business Telephones.....	$ 20 00 per annum.
For Party Line Business Telephones.....	18 00 per annum.
For Individual Line Residence Telephones.....	17 00 per annum.
For Party Line Residence Telephones.....	15 00 per annum.

AND THE BOARD FURTHER ORDERS.

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall, on December 31st 1921, and each year thereafter, set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be expended in new constructions or extensions or additions to the property of the company, or may, with the like approval, be invested in interest-bearing securities; and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new constructions, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall, on or before the fifteenth day of January in each year furnish the Board with a report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last-named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no Order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6636.

In the Matter of the Application of the Village of Grimsby, under Section 20 of "The Municipal Act," for the erection of the said Village into a Town.

Apr. 20th. Application and material filed.

May 10th. Hearing, pursuant to appointment, 1.15 p.m., Council Chamber, Grimsby.

May 14th. Vice-Chairman's report recommending granting of application, filed.

July 16th. Draft Order filed.

July 20th. Order.

REPORT

On Tuesday, the 10th day of May, 1921, I heard the application of the Corporation of the Village of Grimsby, under Section 20 of "The Municipal Act," for the erection of the same into a Town, to be known as the corporation of the Town of Grimsby.

Documents covering the population, the number of wards, the population of each, publication of notices, and posting of notices, with all other information, were presented, filed and complied with, as required under Section 20 of "The Municipal Act," Chapter 192, R.S.O., 1914, and amendments thereto.

I therefore recommend that this application be granted.

Respectfully submitted,

(Sgd.) A. B. Ingram,
Vice-Chairman.

Dated at Toronto, this 14th day of May, 1921.

Order

July 20th, 1921.

UPON THE APPLICATION of the Municipal Council of the Village of Grimsby, upon reading the application of the said Council, the declarations filed by Judson O. Kenkle, Kenneth H. Grout, William F. Randall, Albert E. Phipps and George B. McConachie, and exhibits in said declarations referred to, upon consideration of a plan of survey of said Village by J. J. McKay, O.L.S., filed, and upon hearing what was alleged by Counsel for the applicant, no one appearing to oppose said application,

1. IT IS HEREBY ORDERED AND PROCLAIMED that the Village of Grimsby, as at present constituted, be and the same is hereby erected into a Town.

2. IT IS FURTHER ORDERED AND PROCLAIMED that the name of the said Town shall be the Town of Grimsby.

3. AND IT IS FURTHER ORDERED AND PROCLAIMED that the existing limits of the said Village of Grimsby shall be the boundaries of the Town of Grimsby.

4. AND IT IS FURTHER ORDERED AND PROCLAIMED that the said Town of Grimsby shall be and the same is hereby divided into three wards, bearing numbers One, Two and three, which may be described as follows:

Ward One. All and singular that part of the Village of Grimsby lying north of the northerly limit of the Grand Trunk Railway Company's right of way.

Ward Two. All that part of the Village of Grimsby lying south of the northerly limit of the right of way lands of the Grand Trunk Railway Company and north of the northerly limit of Livingstone Avenue and north of the northerly limit of Main Street from the intersection of Main Street and Livingstone Avenue to the easterly limit of the Village of Grimsby.

Ward Three. All that part of the Village of Grimsby lying south of the northerly limit of Livingstone Avenue and south of the northerly limit of Main Street east from the intersection of Main Street and Livingstone Avenue to the easterly limit of the said Village.

5. AND IT IS FURTHER ORDERED AND PROCLAIMED that the Council shall consist of a Mayor and Reeve and six Councillors to be elected by general vote, the said election and all pertaining thereto to be arranged and conducted as provided by the Municipal Act.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6638.

Application by Wm. A. Hughes and Peter Osterhout, Owners, under "The Planning and Development Act," for approval of plan of part Farm Lot 87, City of Windsor.

Apr. 20th. Application filed.

Apr. 20th. Objection filed, April 14th, by Essex Border Utilities Commission considered.

May 3rd. Hearing, pursuant to appointment, 3 p.m., at Board's Chambers. No one appeared.

May 4th. Plan considered, approved and certified.

Procedure File 6640.

In the Matter of the Petition of Alfred O. Kinsman, and others, under Section 9 of "The Local Improvement Act," against the proposed construction of a tarvia macadam pavement on Marion Way, in the City of Galt.

April 21st. Petition filed.

April 23rd. Certificate of City Clerk, that Petition sufficient, filed.

May 5th. Hearing, pursuant to appointment, 10.30 a.m. to 2.40 p.m., Council Chamber, Galt. Judgment reserved.

May 20th. Judgment, recommending that proposed assessment be cut in half, delivered.

June 18th. Order issued in form of draft filed.

OPINION OF THE BOARD

It was stated at the hearing that the proposed construction of the six-foot cement concrete sidewalk and six-inch cement concrete curb on the north-westerly side of Marion Way had been abandoned.

The estimated cost of the proposed construction of the four-foot cement concrete sidewalk on the north-easterly side of Marion Way is $1,596.00, which it is proposed to assess entirely against the properties of the petitioners.

The estimated cost of the proposed construction of the tarvia macadam pavement with cement curb and gutter is $9,616.00. The cost of street intersections and surface drainage is to be borne by the City. The properties of the petitioners abut on one side of the proposed pavement, and Park property, owned by the City abuts on the other side. It is proposed to assess the City in respect of such property for one-half of such cost, excluding street intersections and surface drainage, and the properties of the petitioners are proposed to be assessed for the other half.

The Board viewed the location of the proposed works.

The properties of the Petitioners arise abruptly from Marion Way a considerable number of feet, and in the opinion of the Board, a part at least, of this property, on account of the slope, will be unfit for building purposes. Subsection (2) of Section 24 of "The Local Improvement Act," provides that in such a case a reduction should be made in the special assessment against the property. No such reduction has been made.

From the evidence taken, and from the view which the Board had of the location in question, the Board has come to the conclusion that the proposed works are not being undertaken for the purpose of benefitting the properties of the petitioners, but for the purpose of providing access to, and conveniences connected with, a public Park owned by the City, which is now being improved. The Board is of opinion that the proposed works are very necessary for the Park improvements, and of general benefit to the citizens of Galt. The Board, however, also finds that the properties of the petitioners are benefitted, but under all the circumstances the only conclusion the Board can come to is that the apportionment should be varied as hereinafter set out.

It is also to be noted that Marion Way will make an alternative and better route between the City and the country immediately adjacent than any there now is. Beverly Street at present, appears to be the road generally used by persons coming to the City from that part of the country, but this street has several railroad crossings upon it, which makes it an undesirable road. The proposed tarvia macadam pavement will, therefore, be in this respect also, of some general benefit to the citizens.

The Board does not think that the proposed works would have been undertaken at all for several years had it not been that they were required in connection with the improvements to the public park, and the means of access thereto. In any event, so far as the properties of the petitioners are concerned, an ordinary macadam road would have been all that was required.

The Board therefore finds that the amount which it was proposed to assess against the properties of the petitioners for the four-foot concrete sidewalk, and for the tarvia macadam pavement, should in each case be reduced one-half.

There will be no costs to either party, but the City will pay $15.00 in Law Stamp fees on the Order.

(Sgd.) D. M. McIntyre,
Chairman,
(Sgd.) J. A. Ellis,
Commissioner.

Dated at Toronto, the 20th day of May, A.D., 1921.

Order

May 23rd, 1921.

Upon hearing the evidence submitted and what was alleged by Counsel for the Petitioners, the Corporation of the City of Galt and the Board of Park Management of said City and upon viewing the location.

And it being made to appear that the Corporation proposed to construct a four-foot cement concrete sidewalk on the north-easterly side of said Marion Way at an estimated cost of $1,596.00, which it proposed to assess entirely against the property of the Petitioners, and a tarvia macadam pavement with cement curb and gutter at an estimated cost of $9,916.00, the cost of street intersections and surface drainage to be borne by the City and proposed to assess the City for one-half of such cost exclusive of street intersections and surface drainage and the property of the petitioners for the other half.

IT IS ORDERED:

(1) That the amount which it was proposed to assess against the property of the petitioners for the four-foot concrete sidewalk and for the Tarvia Macadam Pavement shall in each case be reduced one-half.

(2) That there will be no cost to either party, but the City will pay Fifteen Dollars in Law Stamp Fees on the Order.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

Procedure File 6640A.

In the Matter of the Petition of Alfred O. Kinsman, and others, under Section 9 of "The Local Improvement Act," against the proposed construction of a six-foot concrete sidewalk and six-inch curb on the north-westerly side of Marion Way, in the City of Galt.

April 21st. Petition filed.
April 23rd. Certificate of City Clerk, that Petition sufficient, filed.
May 5th. Hearing, (Heard with P.F. 6640).
May 20th. Judgment delivered. (See P.F. 6640).
June 18th. Order issued in form of draft filed. (See P.F. 6640).

Procedure File 6640B.

In the Matter of the Petition of Alfred O. Kinsman, and others, under Section 9 of "The Local Improvement Act," against the proposed construction of a four-foot concrete sidewalk on north-easterly side of Marion Way, City of Galt.

April 21st. Petition filed.
April 23rd. Certificate of City Clerk, that Petition sufficient, filed.

May 5th. Hearing, (Heard with P.F. 6640). Judgment reserved.
May 20th. Judgment delivered. (See P.F. 6640).
June 18th. Order issued in form of draft filed. (See P.F. 6640).

Procedure File 6688.

In the Matter of the Petition of The Canadian Pacific Railway Company, under Section 9 of "The Local Improvement Act, against the proposed construction of a cement sidewalk on the south side of Samuelson Street, from Water Street north to Dundas Street, in the City of Galt.

May 14th. Petition filed.
May 31st. Hearing, pursuant to appointment, 10.30 a.m. to 12 m., Council Chamber, Galt. Petition allowed.
June 17th. Order issued in form of approved draft filed.

Order

May 31st, 1921.

Upon reading the Petition of The Canadian Pacific Railway Company, against the construction of a cement sidewalk on the south side of Samuelson Street, from Water Street North to Dundas Street, in the City of Galt, pursuant to By-law passed by the Municipal Council of the Corporation of the City of Galt, No. 1697, dated 2nd May, 1921, and upon hearing the evidence adduced at the meeting of the Board held at the City of Galt this day, and what was alleged by Counsel for the Petitioners and the said City.

THE BOARD DOTH ORDER that the said construction of the cement sidewalk be not proceeded with as a Local Improvement, and that there be no costs of this application.

(Sgd.) A. B. Ingram,

(Seal)

Vice-Chairman.

Procedure File 6693.

In the Matter of The Queen Victoria Niagara Falls Park Act, and amending Acts, and

In the Matter of The Ontario Public Works Act, being R.S.O., 1914, Chapter 35, and

In the Matter of Lillian E. Colt, Katie C. Colt, Julia Colt Lovell and Minnie S. Lawson, and

In the Matter of the expropriation by The Queen Victoria Niagara Falls Park Commissioners of part of Broken Front Lot No. 74, in the Township of Stamford, County of Welland and Province of Ontario.

May 17th. Application and material filed.
May 23rd. Further material filed.
June 20th. Hearing, pursuant to appointment, 10.30 to 11.50 a.m., Board's Chambers. Preliminary objection argued and decided in favor of Commissioners. Hearing adjourned to 20th Sept., 1921, at 2 p.m., (Standard time). Administration Building, Queen Victoria Niagara Falls Park, Niagara Falls.
Sept. 20th. Hearing, 2 p.m. to 6.30 p.m., Administration Building, Q.V.-N.F. Park, Niagara Falls. (View 2.15 to 4 p.m.) Adjourned to 21st inst., at 9 a.m.

Sept. 21st. Hearing continued, 9 a,m, to 2.15 p.m. Adjourned for Argument to 11th October, 1921, at 11 a.m., at the Board's Chambers, Toronto.

Nov. 2nd. Hearing of Argument, pursuant to adjournment, 11 a.m. to 1.50 p.m., at Board's Chambers. Board directs that Mr. Jackson plot out the lands purchased from Hydro, and submit to Mr. Griffiths. (See Reporter's notes). Argument concluded. Award reserved.

Dec. 20th. Opinion and Award (dated Dec. 13th, 1921,) issued.

OPINION OF THE BOARD.

The Commissioners for the Queen Victoria Niagara Falls Park having passed a resolution under enabling legislation in that behalf to expropriate certain lands in the Township of Stamford, in the County of Welland and Province of Ontario, upon the recommendation of the Honourable the Minister of Public Works and Highways, an Order-in-Council was approved by His Honor the Lieutenant-Governor-in-Council directing that the expropriation of the said land should be made. The lands in question are described as follows:

"ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Township of Stamford and County of Welland and Province of Ontario, containing by admeasurement ten and thirty-five hundredths acres, more or less, being a part of Broken Front Lot 74 in the said Township, and which said parcel or tract may be more particularly described as follows:

"Commencing at a point in the westerly boundary of the Chain Reserve bordering the high bank of the Niagara River and distant therein on a course of north thirty-seven degrees and eighteen minutes west, 397 and four-tenths feet from the southerly boundary of Broken Front Lot 74; Thence south eighty-four degrees and thirty minutes west, 167 feet; Thence north seventy-four degrees and forty-five minutes west, 722 feet; Thence north fifty-five degrees and fifty-five minutes west, 800 and nine-tenths feet to the westerly boundary of Broken Lot 74; Thence north one degree and thirty-six minutes west in said last-mentioned boundary 306 feet to the fence line marking the southerly boundary of the International Railway Company's Right-of-Way; Thence south-easterly in and along said fence line on the following courses and distances: south fifty-six degrees and thirty-five minutes east, ninety-four and three-tenths feet; Thence south twenty-seven degrees and forty minutes east, eighty-two and two-tenths feet; Thence south fifty-eight degrees and fifty-three minutes east, forty-seven and two-tenths feet; Thence south sixty-seven degrees and twenty-five minutes east, 174 and eight-tenths feet; Thence south fifty-five degrees and fifty-two minutes east, 591 and four-tenths feet; Thence south eighty-three degrees and nine minutes east, 310 and seven-tenths feet; Thence north forty degrees and eleven minutes east, fifty-two and two-tenths feet to the beginning of a curve to the right; Thence south-easterly in and along said curve with a radius of 226 and nine-tenths feet, 184 and six-tenths feet to the end of said curve; Thence south thirty-seven degrees and eighteen minutes east, 374 and eight-tenths feet, more or less to the point of commencement."

Pursuant to Section 29 of "The Ontario Public Works Act," notice was given to the owners of said lands that the said Commissioners desired that the compensation to be paid for the lands so expropriated by them should be determined by The Ontario Railway and Municipal Board instead of by a Judge.

Sittings of the Board were held on 20th June, 20th and 21st September, and the 2nd November, in the year 1921, to hear evidence and argument, and on the 20th September the members in company with representatives of the Commissioners and the owners viewed the expropriated lands.

The claimants own a tract of some twenty-eight acres which forms roughly a triangle bounded on the south by the road allowangce between Lots 74 and 75, on the west by the road allowance between Lot 74 and the broken front of Lot 74, and on the third side by the irregular line forming the southerly limit of the chain reserve along the bank of the Niagara River. Of this the Commissioners propose to expropriate some 10.35 acres, a strip roughly 250 feet in depth, with a frontage of 1,860 feet measured along the sinuosities of the fence which marks the landward limit of the chain reserve. The road allowance between Lots 74 and 75 is the boundary line between the City of Niagara Falls and the Township of Stamford.

At p. 5 of the notes of evidence, Mr. Jackson, the Superintendent of the Park Commission, stated the purpose for which the land is being expropriated as follows:

"This 10.35 acres is to be used as part of a general scheme that the Commissioners have of building a driveway and creating a suburban area between the Park and Queenston." Later under examination, Mr. Jackson stated that it was not yet decided by the Commission to what use the land expropriated should be put beyond the construction of a driveway.

The Board having had a view accepts as substantially correct the general description of the property expropriated as given by Mr. Jackson, which may be summarized in these terms (notes of evidence p. 69 et seq.).

"The frontage, and from that there is excluded one piece of fifty-two feet which would be the flankage, is 1,860 feet. That is the actual frontage along the fence line. Commencing at the easterly or upstream end of the expropriated property there is a stretch of 600 feet which is much below the general level, that is, it is down at the level of the car tracks, approximately thirty-five feet lower than the general level of the property (Claimant's witness Bampfield, p. 32, admits that some of this frontage has no scenic value). From that stretch of 600 feet there is no view of the river—from the second story of a house built on that part of the land—say twenty feet higher than the ground—one would just see the far part of the gorge, but not the water of the river itself. Passing down stream from this 600 foot stretch westerly and parallel to the railway there is a stretch of some 800 feet which rises as one goes westerly and down stream. Along 200 feet of this 800 feet there is a fine view of the gorge and of the whirlpool—the view of the gorge from the remaining 600 feet of this 800-foot stretch is obstructed by trees growing on the chain reserve and the talus (the area measured from the water's edge to the top of the bank). At the westerly end of this 800 foot stretch is a deep gully or ravine 300 feet wide as measured from east to west along the railway fence. The land in this gully or ravine is unfit for building purposes and affords no view of the gorge—the view being blocked by the railway embankment. From the west line of the gully or ravine along the railway fence to the road allowance between Lot 74 and the broken front of Lot 74 measures ninety-four feet, forming one side of a triangular piece of land between the railway fence, the crest of the ravine and the road allowance, and from this piece of land a good view of the gorge may be had, but the triangular piece of land is so shallow in depth that it has little value for building purposes."

This land was bought by the father of the present owners in the year 1868, and has been used as a farm, and in the early years as a point of vantage from which visitors were permitted for hire to view the gorge and whirlpool before the establishment of the public park system and the construction of the International Railway. The claimants contend that this land has a value in excess of farm land for two reasons, first, because it might be used as a site for manufactories, and secondly, because from the scenic beauty of its situation near the Niagara River it had a value for residential purposes. No attempt was made to show that there was any demand for this land for factory sites or what its value was for such a purpose. The efforts of the claimants were directed solely to establishing by evidence the enhanced value of the land over farm land in the neighborhood by reason of its desirability for residential purposes based on the scenic attractions of its situation.

The value of farm land in this locality was established beyond a peradventure by the prices fixed by actual transactions of purchase and sale, two in number and both purchases by the Park Commission. The first was the purchase this year of 1.42 acres from the American Cyanamid Company for the sum of $339 or at the rate of $230 per acre. This property is situated across the road (road allowance between Lot 74 and broken front Lot 74) from the Colt property, and corners on the chain reserve. From this property there is a good view of the gorge. There is nothing before the Board to show that this parcel was sold on the basis of its value as farm land—it is surrounded chiefly by farm land and in part by the manufacturing plant of the vendors: it is not in any sense an urban or suburban residential area. At all events no harm is done the claimants in treating this price as indicating its value for farm purposes, rather than for residential purposes based on scenic attractions, etc. The second purchase was made this year also by the Park Commissioners from the Hydro-Electric Power Commission of Ontario. This property extends westerly or down stream from the west limit of the Colt property along and abutting on the chain reserve to within half a mile of the Forebay of the Hydro-Electric Power Commission, a distance of a couple of miles, and contains 322¼ acres. It lies between the canal of the Hydro-Electric Power Commission and the Chain reserve, and is the property on which it is proposed to construct in part the new parkway. The price paid by the Park Commissioners was $99,653, or at the rate of just under $310 per acre—the price was fixed at the actual cost to the Hydro-Electric Power Commission plus $50.00 for carrying charges. From a stretch of this property more than 800 feet in length along the railway just off Thompson's Point, there are views of the whirlpool equal to anything on the Colt property; the property seems as well adapted for subdivision and building purposes as the Colt property. The west boundary of this property is generally 300 feet from the centre line of the Hydro-Electric Power Commission's canal and varies in width from 400 feet to 1,900 feet. Upon this property there were included three groups of good farm buildings—that is three several dwelling-houses with outbuildings of three separate farms. It seems to the Board that these transactions fix the price of farm land in this locality—assuming of course that the lands were of equal value for agricultural purposes, and there is no evidence before the Board that the prices paid by the Park Commissioners for these two parcels are not fairly representative of the value of the Colt property for farm purposes. This farm value based on these prices is $310 per acre for land with buildings, and $239 per acre for land without buildings.

The claimants, however, say that this property has a value far above its value as farm property by reason of its suitability for residential purposes; that, if subdivided into building lots and put on the market it would realize high prices on account of the scenic beauty and attractiveness of the locality. In support of this the claimants' counsel called three witnesses, Charles B. Crick, John Bampfield and Joseph O'Leary, who imputed to this property a value greatly in excess of its farm value.

Mr. Crick said the average value per lot of two tiers of lots—front and back—would be $800. He estimated four lots to the acre making forty lots at $800; or a value for the ten acres of $32,000.00.

Mr. Bampfield estimated the land to be worth $2,000 per acre, or a total value of $20,000.00.

Mr. O'Leary places a value of $1,200 for each front lot of 100 feet by 125 feet, and for each of the back lots of 40 by 100 feet $250 to $300. This on the basis of eighteen front lots of 100 foot frontage each at the lowest estimate, and forty back lots of forty foot frontage at the lowest estimate—would give a total value of $18,000 for the front lots and $10,000 for the back lots, or a gross total of $28,000 for the ten acres.

On the other hand for the Park Commissioners evidence was given by two real estate dealers, and they fixed the value at $300 per acre for the land with an allowance of $2,000 for the buildings by one witness, and an allowance of $1,500 by the other.

Between these conflicting estimates of value the Board must judge.

The Board is of the opinion that the testimony of the witnesses for the claimants is largely conjectural; there has been no suburban development on the western outskirts of the City of Niagara Falls, as is usually the case in cities of its size, no subdivision of the adjoining farm land into building lots for residences. Consequently estimates of the value of this land now and heretofore used for farming purposes were it subdivided into lots and put in the market after the fashion of dealers in suburban properties, must necessarily be a matter of conjecture and not of safe deduction from ascertained fact. Still in the opinion of the Board this property situated just west of the Thorold Stone Road, the west limit of the City, has a value not merely conjectural as a block of land suitable for subdivision into building lots. Such value the Board thinks it may safely place at $600 per acre exclusive of buildings taken and beyond any advantage which the claimants may derive, in respect of the property retained, from the proposed driveway; to this should be added ten per cent. for compulsory taking. This may be summarized as follows:

Land 10.33 acres at $600 per acre	$ 6,210 00
Buildings	2,000 00
	$ 8,210 00
Add ten per cent. for compulsory taking	821 00
	$ 9,031 00

The claimants should have interest on the above amount computed at five per cent. from the date of the deposit in the Registry Office of the County of Welland of the plan and description of the land expropriated, being on or about 14th February, A.D., 1921.

The claimants should have their costs on the arbitration generally on the High Court scale, to be taxed by the Secretary of the Board, with the right to the respondents to set off their costs on the argument of the question of law disposed of after the hearing of 20th June, 1921.

The respondents will pay $50.00 in Law Stamps on the Order of the Board.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the thirteenth day of December, A.D., 1921.

AWARD

Toronto, 15th December, A.D., 1921.

WHEREAS the Commissioners for the Queen Victoria Niagara Falls Park duly passed a Resolution under the provisions of Section 9 of "The Queen Victoria Niagara Falls Park Act," as amended by Section 4 of Chapter 14 of the Act passed in the fifth year of the reign of His Majesty King George V, to expropriate certain lands in the Township of Stamford, in the County of Welland, and upon the recommendation of the Honourable the Minister of Public Works and Highways, the Committee of the Executive Council did advise that the expropriation of the said lands by the said Commissioners be approved and authorized by His Honour the Lieutenant-Governor, and the same was approved and authorized by His Honour, the Lieutenant-Governor, as appears by an Order-in-Council dated the 2nd day of December, A.D., 1920, and in which a description of the said lands is fully set out:

AND WHEREAS the said the Queen Victoria Niagara Falls Park Commissioners did, pursuant to the provisions of Section 29 of "The Ontario Public Works Act," give notice to the owners of the said lands that they, the said Commissioners, desired that the compensation to be made in respect of said expropriation should be determined by The Ontario Railway and Municipal Board instead of by the Judge.

Now the said The Ontario Railway and Municipal Board having taken upon itself the burden of the arbitration to fix such compensation as aforesaid, and having heard and duly considered all the allegations and evidence of the said the Queen Victoria Niagara Falls Park Commissioners and of the said owners of the said lands and all parties interested in the said lands appearing before the said Board, concerning the said matters and things so referred to its arbitrament as aforesaid, does hereby make and publish its finding and award as to all the said matters and things as follows:

(1) The Board finds and awards the value of the land expropriated by the Commissioners for the Queen Victoria Niagara Falls Park to be 10.35 acres at $600 per acre, $6,210.00, beyond any advantage which the owners may derive from the contemplated work;

(2) And the Board finds and awards that the said Commissioners should pay for the buildings upon the said expropriated lands $2,000.00;

(3) And the Board allows ten per cent. on the amount of its above mentioned award for the compulsory expropriation of the said property, amounting to $821.00:

(4) And the Board finds and awards nothing for injurious affection of the land retained by reason of its severance from the said expropriated lands, the Board resting in this regard upon the undertaking of the said the Commissioners of the Queen Victoria Niagara Falls Park given to the Board by their counsel

at the hearing of the said reference in effect as follows: that the said Commissioners will allow and provide access to the proposed boulevard and driveway from the lands retained by the owners over the lands expropriated by means of roads on condition that the roads leading from the lands retained by the owners shall be not less than 300 feet apart and that such roads shall approach the lands expropriated at right angles; and that should any differences as to such access arise between the said Commissioners and the owners or their successors in title such differences shall be submitted to the Board for adjustment and settlement;

(5) And the Board finds and awards that interest at the rate of five per cent. per annum on $9,031.00, the amount of its said award, from the 14th February, A.D., 1921, should be paid by the said Commissioners to the persons entitled thereto;

(6) And the Board finds and awards that the said owners shall be paid their costs of the arbitration by the said Commissioners, except the costs incurred in and about the argument of the question of law disposed of after the hearing of 20th June, 1921, and that the costs of the Commissioners incurred in and about such argument be set off against the general costs hereby awarded to the owners, and the Board directs that all such costs be taxed by the Secretary of the Board on the scale of the Supreme Court of Ontario;

(7) And the Board directs that $50.00, its fee for Law Stamps herein, be paid by the said Commissioners.

In witness whereof the members of The Ontario Railway and Municipal Board have hereto set their hand and have caused to be affixed the seal of the Board this 13th day of December, A.D., 1921, at the City of Toronto, in the Province of Ontario.

(Seal)

(Sgd.) D. M. McIntyre,
Chairman,

(Sgd.) A. B. Ingram,
Vice-Chairman,

(Sgd.) J. A. Ellis,
Commissioner.

Procedure File 6695.

In the Matter of the Petition of Robert F. Doughty, et al., under Section 21 of "The Municipal Act," for annexation to the City of Windsor of part of Farm Lot No. 68, in the first Concession of the Township of Sandwich West.

May 18th. Application and Petition filed.

May 18th. Letter for further material.

Oct. 21st. Further material filed.

Nov. 22nd. Hearing, pursuant to appointment, 11 a.m., Council Chamber, City Hall, Windsor. Judgment reserved.

Nov. 28th. Report of Vice-Chairman filed.

REPORT

In accordance with the directions of the Board pursuant to the provisions of Section 9 of "The Railway and Municipal Board Act," the undersigned attended at the City Hall in the City of Windsor, on Tuesday, Nov. 21st, A.D., 1921, for the purpose of enquiry into the annexation application of the aforesaid

applicant, Robert F. Doughty, and others, and having heard the statements and evidence submitted on behalf of the parties interested, now reports as follows:

The City and Petitioners were represented by F. D. Davis, B.A.

The Township and County of Essex by J. H. Rodd, Esq., K.C.

From the evidence submitted it would appear that the required publicity was given of the hearing: the service of the notice upon the Township and County, the sufficiency of the petition, the resolution of expediency: the technical description prepared by an Ontario Land Surveyor with his certificate and plan in regard to the same.

Mr. Rodd desired to mention four points for the consideration of the Board as follows:

(1) That the description and plan should have included the Tecumseh Road to its southerly limit instead of to its northerly limit. This was agreed to by Mr. Davis, who said that it was an oversight.

(2) That the Township Council has passed a Resolution asking the Board to submit this question of annexation to a vote of the people at the next January election.

(3) That in anticipation of opening up Wyandotte Street, which runs through the centre of this property, the township purchased a lot through which the road ought to go, and for which they paid $2,622.55. The house on it was sold by the Township for $150.00, and moved away: lot 12 according to plan 369. See Exhibit 4:

(4) That the question of rearrangement of the amount paid by Sandwich West under the Utilities Commission. "The Municipal Act, in the matter of adjustments, applies to Municipal Councils: whether it applies to the Utilities Commission he did not know: it is a co-ordinate body. The general proportion which the township has to contribute to the Utilities Commission should be varied according to the assessment of the land now proposed to be taken away from the township, and the amount which Sandwich West should pay should be reduced accordingly."

In my judgment the record herewith attached is sufficient to justify the Board in its approval of this application for annexation, subject, however, to the plan and description being amended as suggested in paragraph No. 1, and

In regard to paragraph No. 2, I do not believe it necessary in view of the record, and

Regarding paragraph No. 3, I am of the opinion that "The Municipal Act" provides the necessary authority to adjust such matters if properly chargeable, and

As to paragraph No. 4, if the Municipal Act does not provide the necessary authority to adjust the matters in question, such as are involved in this paragraph, it would be advisable for the Board to seriously consider it.

Respectfully submitted,

A. B. Ingram,
Vice-Chairman.

Toronto, November 28th, 1921.

Procedure File 6696.

In the matter of the Petition of William Goodbrand, et al, for annexation to the City of Windsor, of parts Lots numbers 69, 70, 71, 72, and 73, Concession I, Township of Sandwich West.

May 18th—Application and Petition filed.

May 18th—Letter for further material.

Oct. 21st—Further material filed.

Nov. 22nd—Hearing, pursuant to appointment, 11 a.m., Council Chamber, City Hall, Windsor. Judgment reserved.

Nov. 28th—Report of Vice-Chairman filed.

REPORT.

By direction of the Board under Section 9 of The Railway and Municipal Board Act, Chap. 186, R.S.O., 1914, I heard the above application in the City Hall, in the City of Windsor, at eleven o'clock in the forenoon of Tuesday, the 22nd day of November, A.D., 1921.

F. D. Davis, B.A., appeared as Council for the City of Windsor and the Petitioners, and J. H. Rodd, K.C., as Counsel for the Township, Sandwich West and County of Essex.

Similar documents were filed in this application to those filed under Procedure File No. 6695, regarding publicity, sufficiency of petition, resolution of expediency, service of notice on county, and township, the technical description prepared by an Ontario Land Surveyor, with his certificate and plan in regard to the same, all of which appeared quite satisfactory to Messrs. Davis and Rodd, the latter suggesting that the same points he raised in the previous application be considered by the Board in this application.

Without repeating my previous judgment and recommendation, I desire to state that the same applies in this application.

Respectfully Submitted,

A. B. INGRAM,
Vice-Chairman.

Nov. 28th, 1921.

PROCEDURE FILE 6714.

Application by The Caradoc Ekfrid Telephone System, under section 88 of "The Ontario Telephone Act," for authority to increase charges for service.

May 25th—Application filed.

July 26th—Hearing, pursuant to appointment, 10 to 10.30 a.m., Court House, London.

Nov. 10th—Report of Vice-Chairman filed.

Nov. 10th—Order.

REPORT.

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, November 10th, 1921.

ORDER.

Nov. 10th, 1921.

Upon the application of the above named Applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of Assets and Liabilities, Receipts and Disbursements, and other material filed,

The Board orders, that the Applicant, W. R. Wadsworth, Lessee of The Caradoc-Ekfrid Telephone System, be authorized to charge the following rates for telephone service, to take effect as from January 1st, 1922:

To subscribers whose lines terminate at Melbourne or Mount Brydges, for Rural Party Line Service:

To Subscribers purchasing their own telephones.$12.00 per annum.
To all other Subscribers .....$14.00 " "

For Individual Line Service at Melbourne or Mount Brydges . .....$17.00 " "

To Subscribers whose lines terminate at Strathroy or Glencoe, for Rural Party Line Service:

To Subscribers purchasing their own telephones.$13.00 " "
To all other Subscribers .....$15.00 " "

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,

(Seal). *Chairman.*

Procedure File 6728.

In the matter of the Application of the Town of Walkerville, under section 44, of "The Municipal Act," for the redivision of the said Town into three wards.

June 2nd—Application, Resolution of Council, and other material filed.

June 27th—Hearing, 11.30 a.m. Order to issue on filing of proof of advertisement and posting of Notice of Hearing as directed.

June 27th—Proof, as above directed, filed. Applicant to draft Order.

June 27th—Order issued.

Order.

June 27, 1921.

Upon the application of the Town of Walkerville, upon hearing read the affidavit of as to the population of the proposed wards and the affidavit of as to publication of the Notice of Application and no one appearing to oppose the said application.

1. The Board, under and pursuant to Section 44, of the Municipal Act as re-enacted by Section 10 of Chapter 34, of the Statutes of Ontario, 1915, and all other Statutes and Regulations it enabling, doth hereby order and proclaim that the present area of the Municipality of the Town of Walkerville, be and the same is hereby divided into three wards as follows:—

St. Andrew's Ward, containing polling sub-divisions 1, 2, 3, 4, 5 and 6.

St. George's Ward, containing polling sub-divisions 7 and 8.

St. Denis' Ward, containing polling sub-divisions 9, 10 and 11.

2. And this Board doth further order and proclaim that the boundaries of the said polling sub-divisions shall be as set out in the Schedule to this order.

(Sgd.) D. M. McIntyre,

(Seal). *Chairman.*

SCHEDULE TO ORDER OF THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

DATED THE 27TH DAY OF JUNE, 1921.

ST. ANDREW'S WARD.

Subdivision (1). Bounded on the north by the Detroit River; west, the westerly limit of the town; south, the centre of Niagara Street; east, the centre of Windermere Road.

Subdivision (2). North, centre of Niagara Street; west, the westerly limit of the Town; south, the centre of Ottawa Street; east, the centre of Windermere Road.

Subdivision (3). North, centre of Ottawa Street; west, the westerly limit of the Town; south, Tecumseh Road; east, the alley east of Lincoln Road.

Subdivision (4). North, the Detroit River; west, the centre of Windermere Road; south, centre of Niagara Street; east, the centre of Kildare Road.

Subdivision (5). North, centre of Niagara Street; west, the centre of Windermere Road; south, centre of Ottawa Street; east, the centre of Kildare Road.

Subdivision (6). North, centre of Ottawa Street; west, the alley west of Windermere Road and the projection thereof; south, centre of Tecumseh Road; east, the centre of Kildare Road.

ST. GEORGE'S WARD.

Subdivision (7). North, the Detroit River; west, the centre of Kildare Road; south, centre Niagara Street; east, in the alley between Monmouth and Argyle Roads.

Subdivision (8). North, centre of Niagara Street; west, centre Kildare Road; south, centre of Tecumseh Road; east, alley between Monmouth and Argyle Roads and the projection thereof.

ST. DENIS' WARD.

Subdivision (9). North, Detroit River; west, alley between Monmouth and Argyle Roads; south, centre Niagara Street; east, easterly Town limit.

Subdivision (10). North, Centre Niagara Street; west, alley between Monmouth and Argyle Road and the projection thereof to the Tecumseh Road; south, centre of Tecumseh Road; east, easterly Town limit.

Subdivision (11). North, centre Tecumseh Road; west, westerly Town limit; south, southerly Town limit; east, easterly Town limit.

PROCEDURE FILE 6741.

In the matter of the Petition of Mrs. R. Tenute and others, under Section 21, of "The Municipal Act," for annexation to the City of Toronto of parts plans 868, 615, 162 and 692, Township of York, being property fronting or abutting on the west side of Runnymede Road, between Dundas Street and Annette Street.

June 7th—Petition and certified copy of Resolution of City Council of Toronto, filed.

June 9th—Petition returned to city—not having been properly "addressed."

June 29th—New Petition—C. J. Mountjoy, and others, filed.

Nov. 14th—Copy of Resolution of Expediency of City Council, filed.

Dec. 9th—Copy of new Resolution of Expediency of City Council, filed.

Dec. 22nd—Hearing, pursuant to appointment, 10.30 to 10.45 a.m.

Application granted—City Solicitor to draft Order and have same approved by the County and Township—proof to be filed of posting Appointment at City Hall and Post Office.

PROCEDURE FILE 6742.

In the matter of the Petition of D. F. Forby, and others, under Section 21, of "The Municipal Act," for annexation to the City of Toronto, of parts plans 868, 872, 615 and 893, Township of York, being property on the north side of Annette Street, between Runnymede Road and Jane Street; Lots 1 to 6, plan 893, east side of Jane Street, and Jane Street to the north limit of said Lot 6.

June 7th—Petition and certified copy of Resolution of City Council of Toronto, filed.

June 9th—Petition returned to City—not having been properly "addressed."

June 29th—New Petition—by John T. Moore, and others, filed.

Nov. 14th—Copy of Resolution of Expediency of City Council, filed.

Dec. 9th—Copy of new Resolution of Expediency of City Council filed.

Dec. 22nd—Hearing, pursuant to appointment, 10.30 to 10.45 a.m. Application granted—City Solicitor to draft Order and have same approved by the County and Township—proof to be filed of posting Appointment at City Hall and Post Office.

PROCEDURE FILE 6743.

Application by The Ingersoll Telephone Co. Ltd., under Section 88, of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

June 7th—Application and material filed.

June 23rd—Hearing, pursuant to appointment, 10.00 a.m., Council Chamber, Town of Ingersoll.

July 30th—Order.

ORDER.

July 30th, 1921.

Upon the application of the above named Applicant, upon hearing the evidence adduced on behalf of all parties, upon reading statements of assets and liabilities, receipts and disbursements and the other material filed.

The Board orders, subject to the several conditions prescribed in this Order, that the Applicant, The Ingersoll Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from July 1st, 1921:

For Local Service:

Business—Individual Line: $31.00 per annum.
" Two Party Line: 27.00 per annum.
" Four Party Line: 21.00 per annum.

Residence—Individual Line: $25.00 per annum.
" Two Party Line: 21.00 per annum.
" Four Party Line: 18.00 per annum.
" Five or more Stations on the Line: $15.00 per annum.

For Rural Party Line Service:

Not exceeding Eight Stations per line .....$20.00 per annum.
Nine to Twelve Stations, per line ..... 18.00 per annum.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1921, and each year thereafter, set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st, in each such year. The fund so provided shall unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be expended in new constructions or extensions or additions to the property of the company, or with the like approval may be invested in interest-bearing securities; and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new constructions, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall on or before the fifteenth day of January, in each year furnish the Board with a Report, setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1, hereof on the 31st day of December in the preceding year; (*b*) the amount of such fund which has been temporarily used in the purchase of securities; (*c*) the names and values of the securities so purchased, together with (*d*), a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154, of "Telephone Systems, 1920."

And the Board makes no Order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,

(Seal). *Chairman.*

Procedure File 6746.

Application by the Town of Mimico, under subsection (6) of section 13, of "The Public Works Act," for approval of its By-law No. 347—setting apart the Park of the said Town for Athletic Purposes.

June 9th—Copy of By-law, etc., filed.

June 11th—Formal application filed.

June 27th—Hearing, pursuant to appointment, 10.30 to 11.40 a.m., at Board's Chambers. Application granted. Applicant's Solicitor to draft Order.

June 28th—Order.

Order.

June 27th, 1921.

Upon the application of the Corporation of the Town of Mimico, and upon reading the said application, the affidavit of John Alfred Telfer, the Clerk of the said Town, filed, proving the publication and posting of Notice of the Hearing

of the said application in accordance with the direction of this Board, and By-law No. 347, above referred to and the proposed Indenture of Lease dated 21st May, 1921, thereto annexed, and upon hearing what was alleged by Counsel for the Applicant, no one appearing to oppose the application,

The Board orders, under and pursuant to subsection (6) of section 13 of "The Public Parks Act" (Revised Statutes of Ontario, 1914, Chapter 203), that the setting aside by the Council of the said Municipal Corporation (there being no Board of Parks Management in the said Town), of the Park of the said Town, being composed of lots numbers 153 to 163, both inclusive, and lots numbers 178 to 182, both inclusive, as shown on Plan Number M.134, for athletic purposes, upon the days and times as set forth in By-law No. 347, passed by the said Municipal Corporation on the 23rd day of May, 1921, and as set forth in the Indenture of Lease dated May 21st, 1921, to Andrew Dods, William Kay and John J. Harrison, Trustees for the Mimico Athletic Association, annexed to the said By-law and the execution of the said lease on behalf of the said Corporation, be and the same is hereby approved.

(Sgd.) D. M. McIntyre,
(Seal). *Chairman.*

Procedure File 6757.

Application by J. T. Hutson, and others, Owners, under "The Planning and Development Act," for approval of plan of Block "A," Registered Plan 1252 (York), and part Lot 1, Range 3, Kingsmill Reserve, Township Etobicoke.

June 10th—Objection filed by Township Etobicoke.

June 13th—Application and material filed.

June 17th—Hearing, pursuant to appointment, 10.30 a.m., 10.45 to 11.15 a.m. Plan to be approved when approved by City of Toronto (Agreement with Township to be executed). (See Reporter's Notes).

Dec. 23rd—Further material filed.

Dec. 28th—Plan approved and certified.

Procedure File 6770.

Application by The Byron Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

June 21st. Application filed.

July 26th. Hearing, pursuant to appointment, 10 a.m., Court House, London.

July 30th. Report of Mr. A.B. Ingram, Vice-Chairman, filed.

July 30th. Order.

REPORT

The Undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. Ingram,
Vice-Chairman,

Toronto, July 30th, 1921.

ORDER

July 30th, 1921.

Upon the application of the above-named Applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced of behalf of all parties, statements of assets and liabilities, receipts and disbursements and the other material filed.

THE BOARD ORDERS, subject to the several conditions prescribed in this Order, that the Applicant, The Byron Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from July 1st, 1921:

To Subscribers whose lines Terminate at the Byron Central Office:	
To each Subscriber purchasing his own telephone set	$ 15 00 per annum.
To each Subscriber for whom the Company furnishes the entire equipment	18 00 per annum.
To Subscribers whose lines terminate on The Bell Telephone Company's Exchange in London:	
For London Service only	$ 30 00 per annum.
For Combined Service over the Bell Telephone Company's London Exchange and the Applicant's Byron Exchange	45 00 per annum

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall, on December 31st, 1921, and each year thereafter, set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the applicant's business on December 31st in each such year. The fund so provided, shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence and, after deducting therefrom such amounts as may have been so expended in any one year, the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be expended in new constructions or extensions or additions to the property of the company, or, with the like approval, may be invested in interest-bearing securities; and all interest accruing from any portion of the depreciation fund so deposited or invested, and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new constructions, extensions or additions, shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall, on or before the fifteenth day of January in each year furnish the Board with a Report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year, (*b*) the amount of such fund which has been temporarily used in the purchase of securities, (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited showing the amount standing at the credit of such fund on the last-named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no Order for costs, save and except that the Applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,

(Seal) *Chairman.*

Procedure File 6778.

In the Matter of the proposed widening of North Yonge Street, in the City of Toronto, and

In the Matter of "The Local Improvement Act," and

In the Matter of the Notice of Objection to such work given by H. H. Ball, under Section 7 of the said Act.

June 22nd. Notice of objection by H. H. Ball, filed.

June 30th. Hearing, pursuant to appointment, 10 to 11.15 a.m. Objection dismissed.

July 5th. Order issued.

Order

June 30th, 1921.

Upon objection being made to the Board by H. H. Ball, Esquire, (hereinafter called the Applicant), pursuant to Section 7 of "The Local Improvement Act," Chapter 193, Revised Statutes of Ontario, on the ground that the work of widening North Yonge Street as hereinafter particularly described, is a work for the general benefit of the municipality, and for other reasons, and the Board having caused notice of a hearing to be given to the Corporation and all persons interested, and the matter coming on this day for hearing pursuant to said notice, in the presence of the Applicant and of Counsel for the Corporation of the City of Toronto, and for certain ratepayers in said City interested in said work, and in the presence of other such ratepayers in person, Upon hearing what was alleged by the said Applicant, and by such other persons interested as requested to be heard,

1. THIS BOARD HEREBY APPROVES of the undertaking by the Corporation of the City of Toronto of the said work, namely, the widening of Yonge Street from Lawton Boulevard to the north limits of the City of Toronto, under the provisions of Section 9 of "The Local Improvement Act," to a width of eighty-six feet, fifty per cent. of the cost of said widening to be borne by the Corporation of the City of Toronto, and the remaining fifty per cent. of such cost to be charged against the properties benefitted by the work.

THIS BOARD DOTH FURTHER ORDER that the Corporation of the City of Toronto pay Ten Dollars in Law Stamps as costs in this matter.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

PROCEDURE FILE 6789.

In the Matter of the Petition of Pierre Poirier, and others, under Section 9 of "The Local Improvement Act," against the resurfacing as a Local Improvement, of Cathcart Street, from Dalhousie Street to Cumberland Street, in the City of Ottawa.

June 29th. Petition filed.

July 15th. Hearing, pursuant to appointment, 10 to 10.15 a.m., Council Chamber, City Hall, Ottawa. Report withdrawn.

PROCEDURE FILE 6796.

Application by Eli Levin, under "The Planning and Development Act," for approval of plan of the south part of Lot 15, Reg. plan 58, in subdivision of part of farm Lot 69, Con. 1, Township of Sandwich West, Co. Essex.

July 4th. Application and material filed.

July 16th. Objection filed by City of Windsor.

Aug. 10th. Hearing, 11.30 to 12 m. Plan approved.

Aug. 10th. Plan approved and certified.

PROCEDURE FILE 6825.

Application by The East Middlesex Telephone Co., Ltd., under Section 79 of "The Ontario Telephone Act, 1918," for the right to use pin space upon the poles of the telephone system operated by Geo. R. Mills, in the Township of West Missouri.

July 18th. Application filed.

July 26th. Hearing, pursuant to appointment, 10 a.m., Court House, London. No action taken: Parties advised to reach agreement.

Dec. 8th. Conference with Board's Expert. Respondent agreed to rent pin space.

PROCEDURE FILE 6841.

Application by the City of Toronto, under Section 399a of "The Municipal Act," (Section 10, Chap. 63, Ontario Statutes, 1921), for approval of its By-law No. 8815, establishing a restricted area on Roxborough St. West.

July 22nd. Application and copy of By-law filed.

Aug. 9th. Hearing, 11 a.m. to 12 m. By-law approved, subject to certain specified area being exempted.

Aug. 15th. Order.

ORDER

August 15th, 1921.

Upon the application of the said Corporation, and upon reading the notice of application filed by William Johnston, Esquire, K.C., Solicitor for the Applicant, and upon hearing what was alleged by Counsel for the Applicant, and for various parties interested;

THE BOARD ORDERS, under and in pursuance of the provisions of Section 399a of "The Municipal Act," as enacted by Section 10, Chapter 63, Ontario Statutes, 1921, that By-law No. 8815, entituled "A By-law to prohibit the use of land for the erection or use of buildings on the property fronting or abutting on both sides of Roxborough Street West from a point 150 feet west of Yonge

Street to Avenue Road, for any other purpose than that of a detached private residence, is hereby approved except as to the reservation of 428 feet 6 inches measured on the south side of Roxborough Street and running easterly from a point at the corner of Avenue Road and Roxborough Street to the westerly limit of the premises known as No. 125, Roxborough Street West, to which the said By-law shall not apply.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6853.

In the Matter of the Petition of James Dunlop, and others, under Section 9 of "The Local Improvement Act," against the establishing and laying out of Mountain Boulevard, from Ferguson Avenue to James Street, in the City of Hamilton, as a local improvement.

July 28th. Petitions filed.

July 29th. Additional Petition filed.

Sept. 8th. Hearing, pursuant to appointment, 11 a.m. to 4 p.m., Council Chamber, City Hall, Hamilton. Judgment reserved.

Sept. 16th. Judgment delivered.

Oct. 10th. Order issued in form of approved draft filed.

OPINION OF THE BOARD

This is a petition by a number of property owners of the City of Hamilton, under Section 9 of "The Local Improvement Act," who are dissatisfied with the above local improvement work proposed to be executed by the Corporation. It appears that the City of Hamilton procured from Mr. N. Cauchon a report dated 20th March, 1919, on Mountain Highways of that City. The purpose of the report will appear from these extracts from it, and its covering letter addressed to the City Engineer:

"Am transmitting you herewith my report on traffic roads for enabling Mountain Top development and incidental park access, which kindly hand to your civic authorities:" and again

"It is in answer to your request that a system of roads has been devised and their grades determined to facilitate the transmission of civic traffic to and from the Mountain Top."

At a meeting of the City Council held on 12th August, 1919, the Works Committee recommended the adoption of the report of Mr. Cauchon and this recommendation was carried by Council.

Mr. Cauchon sought to solve the problem set him by the City—the providing of means of "immediate access between the City of Hamilton and the Mountain Top"—by adopting a three per cent. grade and his method of applying and developing it is set out in these words:

"The three per cent. grade adopted for this system of roads was arrived at by first determining the objective points and their relative elevations. This means by finding a central common controlling point of highest City elevation and joining it in the most direct and continuous manner with the lowest central controlling common point of Mountain Tableland elevation."

"The intersection of James and Herkimer Streets was found to be such a collective point for the access of easy grades from several areas of the general business level of the City."

"A point approximately on the axis of Sherman Avenue, some distance back from the mountain brow, towards the mountain drain and lower in elevation than the brow itself, was selected for the summit of the continuous and direct grade—a point of collection and of distribution which gives a wide radius of service, practically double that, within a half mile, which would be obtained by delivery of traffic at a point on the rim of the escarpment.

"This selection of the upper terminal was taken also as being opposite the general business expansion of the City and industries below, and in view of its facility of equal access from the east and west ends of the City.

"A main grade similar to the one from James Street on the west is provided from Kenilworth Avenue on the east, the two meeting at a point some sixty feet below the cliff, opposite the Mountain Hospital. From this Hospital junction it is proposed that the road be run through the cliff in a cut, diminishing rapidly towards the summit to the lower ground to the south."

"These two main grades are selected for the street car service necessary to develop any extensive habitation on the Tableland."

"Having joined the main objective points with the best grade (three per cent.), obtainable within the limits, and with sufficient allowance for easing intersections, attention was given to subsidiary roads and it was found possible to get three per cent. in their case also, facilitated by the generally lucky occurrence of sufficient footing for turning points where the grades worked out to intersection."

"These conditions can be gathered from the plan and profile accompanying this report, and perhaps some realization of the difficulties inherent in such a problem. The system of roads extends for three miles along the Mountain face, and is the solution offered for the rise of three hundred feet within such very narrow limits."

The foregoing assumes to provide a system of highways east of the line of James Street, and suggests what would be two controlling points in a system of highways west of the line of James Street in these words:

"In the three per cent. Highway System two controlling points on James Street, the one at the intersection of Herkimer (el. 375), and the other above the reservoir (el. 490), are so disposed as to enable and to tie in with a similarly easy grade system of roads for all the City and Mountain west of James Street—awaiting the comprehensive "City Plan" to be."

The City Council, having adopted the report of Mr. Cauchon, proceeded to carry it into effect piecemeal. The first instalment constructed is the section lying between the points on the plan marked "A" to "B" and "B" to "C", or roughly from Charlton Avenue westerly to a point near Ferguson Avenue and thence easterly on an ascending grade to near the line of Wentworth Avenue. The funds for this work were provided by the sale of debentures issued under By-law No. 2329, which was approved by the ratepayers on its submission to them and subsequently passed by Council on 27th January, 1920.

Next the Council essayed to construct the highway extending from approximately the point marked "C" (near the line of Wentworth Street) easterly and southerly up the Mountain as shown on the Cauchon plan. It was proposed to meet the cost of this work by the issue of debentures of the Corporation for the sum of $200,000, but the by-law authorizing such issue was rejected by the ratepayers on its submission to them at the annual election in January, 1921. It appears that the work, the cost of which it was intended should be paid out of

the debentures to be issued under this latter by-law, was proceeded with, and seventy-five per cent. of it done and the cost was presumably met out of current revenue.

At this stage, the situation with regard to the work on the Mountain Roadways, was as described by Mr. Gray, the City Engineer. (p. 17 of Notes of Evidence.)

"The work has been completed from point "A" westerly to point "B" and from point "B" easterly to point "C" with the exception of 215 feet immediately below the incline railway, from "C" to the top of the mountain. I would estimate the work to be about seventy-five per cent. completed."

The work with which this appeal is concerned was the work next sought to be undertaken. First, a report of the Assessment Commissioner and the City Engineer, the proper officials of the Corporation in that behalf, reported to the Chairman and members of the Works Committee under date 13th June, 1921, recommending "the establishing and laying out of the Mountain Boulevard from Ferguson Avenue to James Street, &c.," at an estimated cost of $104,500, of which seventy-five per cent. of the cost should be paid by the Corporation and the balance by the property owners. The Clerk was instructed to give the Statutory Notice under Section 11 of "The Local Improvement Act:" this was done and the petition to the Board followed.

An objection to the validity of the City's procedure was taken by Mr. Washington, and it seems to the Board that effect must be given to it. Mr. Washington contends that what is proposed to be undertaken here is the "opening or establishing a new street," under Section 3, Subsection (1), paragraph (b) of "The Local Improvement Act," and not the "opening, widening, extending, grading, altering the grade of, diverting or improving a street," under paragraph (a) of the same subsection, and that under Section 9 of the Act only the works designated in paragraph (a) can be undertaken and that the works designated in paragraph (b) can be undertaken only by petition of the property owners sufficiently signed under Section 12 of the Act. The Act in paragraphs (a) and (b) clearly distinguishes between the two classes of works. The same distinction is apparently observed in Section 472 of "The Municipal Act" between the work of the initial establishment of a highway and the work of altering, widening or diverting, &c., an existing highway.

The legality of the Corporation's procedure turns upon the answer to the question, is this the establishing a new street or is it the opening, widening, &c., an existing street? The phraseology adopted in the report of the Assessment Commissioner and the City Engineer adopted by Council "establishing and laying out" are those found in Section 472 (1) (a) of "The Municipal Act," and are substantially the same as those in paragraph (b) of Section 3 of "The Local Improvement Act." That the Council proceeded and could proceed only under this latter paragraph (b) the Board has no doubt. An effort was made at the hearing to support the procedure adopted by contending that the work was the "extending, grading, altering the grade of, or improving a street," under paragraph (a) of Section 3, and it was urged that the work might be regarded as an extension of Alma Street and of Charlton Avenue or of the street laid out with the moneys arising under debenture by-law No. 2329. This contention the Board cannot adopt. The English Authorities (Halsbury's "Laws of England," sub. nom., "New Street") do not assist in determining what is a new street, but they clearly establish that the determination is a matter of fact. Thus, in Clerk-

enwell Vestry v Edmandson & Son (1902) I.K.B.P. 339, the Master of the Rolls, says: "the question whether the street is a new street is one of fact, not of law, which is to be determined by the application of common sense and in accordance with the understanding of ordinary persons." As a matter of fact the Board feels bound to hold that the street in question is a new street. It is a part of a scheme of highways extending for miles along the south limits of the City of Hamilton, all co-ordinated so as to attain the end proposed, the facilitating traffic between the lower and higher levels of the City. Under these circumstances it would be obviously absurd to regard the execution of any part of this large coherent scheme as an extension of a small existing street such as Alma Street (less than 300 feet long) or of Charlton Avenue, which the new street intersects. Neither it seems to the Board can this work be regarded as an extension of the earlier work done under debenture by-law No. 2329 in the sense intended under paragraph (a) of Section 3 of "The Local Improvement Act." The work in question here is no doubt an extension in space of the road constructed with funds raised under By-law No. 2329, but both works are interrelated as parts of one entire whole as designated in the Cauchon report and that being so, every part of the entire work must as to all other parts be regarded as new whether constructed concurrently or consecutively as to the others. The work in the view of the Board being a new street, a petition under Sections 8 and 12 of "The Local Improvement Act" is required for its initiation, and the City Council has exceeded its powers in assuming to undertake the work under Section 9 of the Act.

The Petition will be allowed and an Order will issue declaring the conclusion of the Board as above set out.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Toronto, 16th September, 1921.

P.S. There will be no costs to either party, but the City will pay a fee of $15.00 in Stamps upon the formal Order.

ORDER

September 16th, 1921.

UPON THE APPLICATION of James Dunlop, of the City of Hamilton, in the County of Wentworth, Merchant, and other persons signatories thereof, being a majority of the owners representing at least one-half in value of the real property, upon which part of the cost of the said work is to be specially assessed, under the provisions of Subsection 2 of Section 9 of "The Local Improvement Act," by way of appeal against the proposed assessment of their properties in respect of the establishing and laying out as a local improvement of the Mountain Boulevard from Ferguson Avenue to James Street, being parts of Lots 13 and 14, in the third Concession of the Township of Barton, now being a portion of George and Robert J. Hamilton's Survey, in the City of Hamilton, Province of Ontario, and the grading of the portion of the Boulevard to be established and laid out and the entering upon and taking of certain lands as described and set out in the notice of S. H. Kent, City Clerk, dated July 8, 1921, and upon hearing read the Petition of the said James Dunlop, and others, bearing date the 20th day of July, 1921, and filed, and upon hearing the *viva voce* evidence adduced at a hearing at the City Hall in the City of Hamilton, on the 8th day of

September, 1921, and having heard Counsel as well for the said Applicants and for Francis A. Merrick and Edith M. Tait, as for the Municipal Corporation of the City of Hamilton and the Town Planning Commission of the City of Hamilton, Judgment then having been reserved until this date.

IT IS ORDERED that the local improvement report of the Municipal Corporation of the City of Hamilton, adopted on the 28th day of June, 1921, as set forth in the report of the Works Committee of the Council of the said Municipal Corporation of the City of Hamilton, reading as follows:

"3. That the report of the City Engineer and Assessment Commissioner, appended hereto, recommending the establishing and laying out of the Mountain Boulevard from Ferguson Avenue to James Street, as a local improvement, pursuant to Section 9 of "The Local Improvement Act," be adopted; and by-law introduced; and that the City Clerk be instructed to give the usual notice required by said Act:"

being a report passed under Section 9 of "The Local Improvement Act," and purporting to authorize the establishing and laying out of the Mountain Boulevard from Ferguson Avenue to James Street, being parts of lots 13 and 14, in the third Concession of the Township of Barton, now being a portion of George and Robert J. Hamilton's Survey in the City of Hamilton, Province of Ontario, and the grading of the portion of the Boulevard to be established and laid out and the entering upon and taking of certain lands as described and set out in the Notice of S. H. Kent, City Clerk, dated July 8, 1921, as a local improvement and to assess a proportion of the costs thereof against the property of the Petitioners and others, be and the same is hereby set aside;

AND IT IS ORDERED that the Municipal Corporation of the City of Hamilton do pay to the Board the sum of Fifteen Dollars, being the fee for Law Stamps on this Order, and the Board doth not see fit to make any other Order as to costs.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 6875.

In the Matter of the Petition of Thomas C. Dorner, and others, under section 9, of "The Local Improvement Act," against the construction of an asphalt concrete pavement, together with curb and gutters, on Main Street, from the present brick pavement on Main Street to Elgin Street, in the City of Galt, as a Local Improvement.

Aug. 12th—Petition filed.

Sept. 14th—Hearing, pursuant to Appointment, 10 a.m. to 1 p.m., City Hall, Galt. Judgment reserved. Mr. Middlemist (Board's Engineer), to examine highway and report to Board.

Oct. 1st—Mr. Middlemist's Report filed.

Oct. 13th—Judgment delivered.

Oct. 24th—Order.

30th September, 1921.

The Chairman,
The Ontario Railway and Municipal Board,
Toronto.

Sir:—

Acting under instructions from your Board, I went to Galt on Tuesday morning, and met Mr. Black, the City Engineer, Mr. Hunter, one of the Aldermen, Mr. Adams, the Engineer of Brantford, representing Mr. Secord, and Mr. Mundy, one of the residents of East Main Street, and accompanied by them made a careful inspection of that street, from Shade Street at the foot of the school hill to Elgin Street at the city limits. I now have to report as follows:—

From Shade Street, which is paved with brick, thence up to the south side of Spruce Street, there is an ascending grade of about eight per cent. The road is paved with tar macadam put down, I understand, about six years ago on the top of the old foundation at a cost of $997. Near Shade Street there was a pocket of quick-sand, which was removed and the space filled with field stone and then paved with tar macadam. We had two test holes sunk about the centre of the street—one about thirty-five feet below Spruce Street, which showed a base of about twelve and one-half inches of stone and gravel below the tarvia surface. The other test hole, also in the centre of the street just above Shade Street, showed about twelve inches of broken stone and gravel. The surface of this road on the grade between Spruce and Shade Streets is in very good condition, except for a strip of about three feet wide along the side of each concrete gutter, which will have to be repaired. If this is done in an efficient manner, I see *no reason for disturbing this portion of the street* at all for, in my opinion, the tarvia surface will give a better foothold for horses than a asphalt surface. I would, therefore, advise that this section be properly repaired with the tarvia surface alongside the gutters, and that this roadway remain as it is.

From Spruce Street east to Oak Street the surface which is oil macadam is considerably worn in patches about twelve inches, or more, in size for some distance midway between these streets, which have sunk into the base considerably, probably two inches more or less. A test hole dug on the north side of East Main Street at Spruce Street, showed a base of about nineteen inches of stone and gravel from the surface to the sub-grade. This stone is very hard and is largely crushed field stone and probably pit run gravel mixed, as the round stones would indicate. The field stone is a kind of granite largely found in this district. Another test hole sunk about fifty feet east of the above in the centre of the road, showed a similar base about fourteen inches in total depth. A third hole twenty-five feet, further east on the south side showed a depth of twelve inches to the underside of some large stones laid flat, the tops of which were just under the surface.

From Oak Street to the summit of the grade opposite house No. 218, the surface, generally, is very fair, with a few small patches which could be easily repaired, but between this point and at about fifty feet west of Cathay Street, the crown is much worn and is excessively high being, I should judge, about a foot over the gutter. Three test holes were put down about thirty feet west of Ann Street, that on the north side showed about fifteen inches of stone mixed with sandy loam from the surface to the sub-grade. The one in the centre just west of Ann Street showed a depth of seventeen inches of round stone and loam mixed. The hole on the south side of East Main Street showed a depth of about

thirteen and one-half inches to the sub-grade, the stones here being rather larger than in the centre, but mixed with loam.

The next three test holes were put down about 120 feet east of Peck Street. That on the north side showed stone about five inches deep. The centre of the street showed a depth of ten inches of stone mixed with what was probably gravel as small round stones were found with it. The excavation on the south side of the street showed five inches of stone.

Opposite house No. 218, between Cathay and Oak Streets, a hole was made in the centre of the road. The stones found were small round ones, such as would be in gravel, with a few larger ones. Some were down about twenty-two and one-half inches, but as this ground had been disturbed in building a sewer I don't think it is of much value. Another sunk in the centre, about thirty feet east of Cathay Street, showed a mixture of stones and loam, but this ground had also been displaced in the building of the sewer.

Between Cathay Street and the intersection with Concession Street, the surface is fairly good except at the north side just east of the intersection where there is a badly worn patch about two feet by three feet. From Concession Street to Lowell Street, the surface showed signs of wear, but from there to Elgin Street (city limits), it is fairly good.

Three holes were put down at Cathay Street, that on the north side showed a depth of fifteen and one-half inches to the soil below. The material was hard broken field stone mixed with loam. That in the centre of the street was about fifteen inches deep of the same material. The one on the south side was about fifteen inches deep, the stones being mixed with sand.

At a point about fifty feet east of Lincoln Avenue on the north side, a depth of fifteen and one-half inches of stone and gravel was found above the subgrade. In the centre of the road the depth was eleven and one-half inches of stone mixed with loam. On the south side the depth was twelve inches of the same material.

At the intersection of Concession Street three test holes were put down. On the north side of East Main Street, a base of fourteen inches thick was found, composed of stone and gravel. The hole in the centre showed a depth of eighteen inches of the same material, the one on the south side was ten and one-half inches deep, but the material was stone and loam mixed.

Three holes were sunk about fifty feet west of Lowell Street. That on the north side of the road showed about eighteen inches of stone mixed with loam. The centre one, about twenty inches of the same material, as also one on the south side.

At Elgin Street a test hole on the north side showed a base nine and one-half inches deep to sub-grade of stone and loam mixed. The centre one fifteen inches deep of the same material and the one on the south side ten and one-half inches deep, with a mixture of stone and light sand.

Generally speaking, the surface of East Main Street from Spruce to Elgin Street is in a very fair condition for a macadam road, with the exception of the places noted above, especially at or near Cathay Street. These repairs could be made, I should judge, at comparatively small cost. In my opinion, this road, if kept in repair, would probably last another three or four years under the present traffic. Should it, however, be subject to a heavy through traffic, consisting of motor trucks carrying heavy loads, it is probable the present oil surface would very quickly wear out and it would then be necessary to put on a very different top. In speaking of the present surface, it must be remembered that

considerable repairs were made to it last year, which would tend to make it appear better than it really is. I did not see any signs of sinkage in any part of this road, so it would look as though the foundation was solid. I would judge that there would probably be an average of about five inches of hard broken stone on a gravel base, reaching down to the depths given above. This gravel base has been in, I believe for nearly ninety years and should form a good foundation.

I was somewhat surprised at finding so much loam and gravel in proportion to the stone found in the test holes. No very large stones were found except as stated at Spruce Street. The stones would generally be from two inches to four inches, with smaller ones mixed in, which would indicate gravel with occasionally some stone of about six inches. However, I believe, that this base will be sufficiently solid to stand heavy traffic and to carry the proposed asphalt surface if it is decided to replace the present one, as it does not appear to show any signs of failure as far as could be judged by the examination, but the sides would have to be filled up with broken stone to reduce the present crown, which would be excessive for such a surface and probably the base would have to be strengthened with new material where it has been disturbed in excavating for the sewer as, of course, that would not be replaced in such a way as to make it the same as it was before excavation.

In conclusion then, my opinion is that if this road is not to be subjected to greater or heavier traffic than it now is it will probably last three or four years longer without very extensive alterations, provided it is kept in proper repair. If the traffic increases and there is a heavier motor truck haulage over it, then I believe it will very quickly go to pieces, and a new surface suitable for such loads will have to be laid down. I also believe the present base will be amply strong enough for the new traffic conditions, and for the new surface with the necessary changes for reduction of crown and the strengthening over the sewer excavations above mentioned, provided the work is done before the disintegration reaches below the surface far enough to injure the base. In other words, the new surface should be laid as soon as the traffic becomes heavy, which it may do when the new provincial highway is completed. The total distance from Spruce to Elgin Street is 3,217 feet as given to me by Mr. Black. This is evidently the shortest route into the town from where the provincial highway would approach it, so it is more than probable that the heavy traffic would go along East Main Street in preference to any other route, in which case it would have to be made suitable to meet the new conditions.

Yours truly,

H. W. Middlemist.

In the matter of the Petition of Thomas C. Dorner, and others, under Section 9, of "The Local Improvement Act," against the construction of an asphaltic, concrete pavement, together with curb and gutters, on Main Street, from the present brick pavement on Main Street to Elgin Street, in the City of Galt, as a Local Improvement.

Opinion of the Board.

As was intimated at the close of the hearing in this matter, Mr. Middlemist, the Board's Engineer, was instructed to examine and report upon the condition of the roadway on Main Street East, which it is proposed to surface with asphalt. Mr. Middlemist attended at Galt on the 26th September last, and in the pres-

ence of representatives of the Petitioners and the Municipality made an exhaustive examination of the condition of the roadway throughout including the base which was done by sinking numerous test pits. His report was filed with the Board and a copy was sent to the Appellants and one to the Respondents.

The report divides the work into two parts, first the roadway extending from Shade Street to the south side of Spruce Street, and secondly the balance of the roadway extending easterly to Elgin Street.

Dealing with the first named section: this is on an ascending grade amounting to about eight per cent., and is paved with tar macadam. This Mr. Middlemist reports to be in very good condition except for a strip of about three feet wide, along the side of each concrete gutter. If the latter is repaired, which can be readily done, Mr. Middlemist is of the opinion that this section of the street will be serviceable for some time and need not be disturbed for the present. Besides this, he is inclined against surfacing with asphalt a street with so high a grade, it affording for horses a much less secure footing than the present tar macadam surface. In these conclusions the Board agrees.

Taking up the remainder of the work extending from Spruce Street to Elgin Street, Mr. Middlemist reports, as the members of the Board found on a view, that the surface of the street is in a very fair condition for a macadam road with the exception of certain limited areas, which he specifies. If kept in repair he thinks it would last another three or four years under the present traffic. If, however, the traffic increases, and there is a heavy motor truck haulage over it, he thinks that it will quickly go to pieces. His conclusion is that the present base is strong enough for the anticipated new traffic conditions if resurfaced with asphalt, as proposed. That new and heavy traffic will be deflected towards this roadway upon the completion of the Provincial Highways now being constructed east and west of the City there can be no doubt. That in fact is the reason the city has given, which in the judgment of the municipal authorities renders it imperative that this work should be speedily undertaken. Left as it is unsurfaced to bear the brunt of the heavier traffic that is inevitable on the completion of the Provincial Highways it will soon go to pieces. If it is to be saved as a base for a permanent roadway it must be surfaced as proposed and delay would be dangerous. Under these circumstances the Board is of the opinion that prudence and wisdom dictate the immediate resurfacing of this portion as proposed.

While taking this view the Board believes that there should be some readjustment of the burden of the cost. What has impelled the municipal authorities to initiate this work is the imminence of a greatly increased traffic over this piece of city street owing to the improved highways leading to it from the country districts east and west. Indeed this section of city street was described as a link, and a necessary one, between the new Provincial Highways touching the city on its east and west limits. This new traffic is not local in its origin, and the cost of meeting it with an improved roadway should not in its entirety be locally borne. The cost of the highway in the county on which this increased traffic originates, or at all events by which it is carried to the limits of the City of Galt, is not in its entirety borne locally, but is met in part by generous subventions out of the Provincial Treasury. So the Board is of the opinion that the whole cost of this work beyond that which is obligatory upon the corporation under "The Local Improvement Act," should not be borne wholly by the abutting property owners as is proposed in the city's scheme for financing the work.

Having reached this conclusion the Board believes that a fair apportionment of this portion of the cost would be twenty-five per cent. to the Corporation and seventy-five per cent. to the property owners.

An Order will issue allowing the Petition as to the portion of the proposed work on East Main Street, between Shade Street and the south side of Spruce Street, and dismissing the petition as to the work on the remainder of East Main Street extending from the south side of Spruce Street to Elgin Street, provided the burden of cost is reapportioned as above suggested between the property owners and the corporation.

There will be no costs to either party, but there will be a fee of Ten Dollars upon the Order to be payable by the City of Galt.

D. M. McIntyre,
Chairman.

Dated at Toronto, this Thirteenth Day of October, A.D., 1921.

ORDER.

Sept. 14th, 1921.
Oct. 13th, 1921.

Upon the application of the above named Petitioner, and others, upon reading the petition of the Applicants herein filed with the Board, upon reading By-law Number 1,732, of the Corporation of the City of Galt intituled "To authorize the construction of an asphaltic, concrete pavement, using the present macadam for a base as far as possible and substituting cement concrete for the remainder, together with cement concrete curbs and gutters on Main Street from present brick pavement on said Main Street to Elgin Street, as a local improvement" passed on the 1st day of August, 1921, upon reading the notice of intention to undertake the work, and upon it appearing that the said notice was duly published, upon hearing the evidence adduced on behalf of the Applicants and the Corporation of the City of Galt, and upon hearing what was alleged by Counsel for the Applicants and for the Corporation of the City of Galt on the day firstly above mentioned, this Board was pleased to direct this application to stand over for an inspection by the Board's Engineer, upon hearing the report of the Board's Engineer, and this application coming on on the day secondly above mentioned for judgment.

1. It is hereby ordered that the petition be and the same is hereby allowed as to that portion of the proposed work set forth in By-law Number 1,732, of the Corporation of the City of Galt, on East Main Street, between the east end of the present brick pavement, at or near the intersection of Shade Street and the south side of Spruce Street in the City of Galt, and that the City do not proceed with the construction of the said work.

2. It is further ordered that save as set forth in paragraph 1, hereof, the petition be dismissed upon condition that the City do bear twenty-five percentum of that portion of the cost of the pavement from the south side of Spruce Street to Elgin Street in the City of Galt, that would otherwise be chargeable upon the lands abutting directly on such pavement, and that upon default of the City complying with the aforesaid condition, the petition be and the same is hereby allowed.

3. And it is further ordered that the Corporation of the City of Galt do pay to this Board the sum of Ten Dollars ($10.00), upon this order, and that save as aforesaid, this Board doth not see fit to make any order as to the costs of this application.

(Sgd.) D. M. McIntyre,

(Seal). *Chairman.*

PROCEDURE FILE 6885.

In the matter of the Petition of Walter Wells, et al., under section 9, of "The Local Improvement Act," against the opening of the continuation of Oblate Avenue, in the City of Ottawa, through the Patterson property from Main Street to Echo Drive.

Aug. 24th—Petition filed.

Sept 16th—Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, City Hall, Ottawa. Local Improvement Report withdrawn by the City.

PROCEDURE FILE 6888.

In the matter of the Petition of the Gatineau Company, Ltd., under section 9 of "The Local Improvement Act," against the construction of a concrete sidewalk on the south side of Sussex Street, between Cumberland and Stanley Ave., in the City of Ottawa.

Aug. 25th—Petition filed.

Sept. 9th—Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, City Hall, Ottawa. Petition dismissed. City of Ottawa to draft Order.

Sept. 19th—Order.

ORDER.

Sept. 19th, 1921.

The above Petition having come on for Hearing at a Special Sittings of the Board, held in the Council Chamber, in the City of Ottawa, on Friday, the 9th day of September, 1921, before Mr. Commissioner Ellis, duly authorized as provided by Section 9, of The Ontario Railway and Municipal Board Act, in the presence of the Petitioner and of the Solicitor and the Assistant Engineer of the City of Ottawa, and the said Commissioner having reported upon the said matter to the Board;

It is ordered:

1. That the said Petition be, and the same is, hereby dismissed.

2. The Corporation of the City of Ottawa shall affix Law Stamps to the amount of Ten Dollars ($10.00), to this Order, in payment of the fees of the Board upon the said hearing, and the said Corporation may charge the said expenditure as a part of the cost of the said local improvement work, and save as aforesaid, the Board makes no Order as to the costs of the said hearing.

(Sgd.) D. M. McIntyre,

(Seal). *Chairman.*

PROCEDURE FILE 6894. (SEE P.F. 5529).

BETWEEN:—

The Corporation of the City of Hamilton,

Applicant,

—and—

The Hamilton Street Railway Co.,

Respondent.

(For Mileage on track extensions).

Sept. 1st—Application filed.

Sept. 12th—Reply filed.

Oct. 14th—Order, adding County of Wentworth and Township of Barton parties respondent herein, issued in form of approved draft filed.

Oct. 20th—Reply of County of Wentworth filed.

Nov. 24th—Hearing, pursuant to appointment, 11 a.m. to 1.45 p.m., Council Chamber, City Hall, Hamilton. Judgment reserved.

Order adding the Corporation of the County of Wentworth and the Corporation of the Township of Barton parties respondent.

Oct. 14th, 1921.

Upon reading the application of the Corporation of the City of Hamilton herein, dated the 22nd day of August, 1921, and the answer of the Hamilton Street Railway Company thereto, dated the 10th day of September, 1921.

The Board orders that The Corporation of the County of Wentworth and the Corporation of the Township of Barton be added as parties respondent herein.

And the Board directs that the applicant shall forthwith serve upon the Corporation of the County of Wentworth and the Corporation of the Township of Barton a copy of this Order, together with a copy of the Notice of Application herein and the answer of the Hamilton Street Railway Company to such application.

And the Board further directs that the Corporation of the County of Wentworth and the Corporation of the Township of Barton shall file and serve, within ten (10) days from the service of this Order upon them respectively, their replies, if any, to the Notice of Application herein and to the reply of the Hamilton Street Railway Company.

And the Board reserves further directions and the question of costs.

(Sgd.) D. M. McINTYRE,

(Seal). *Chairman.*

PROCEDURE FILE 6897.

(See P.F.F. 6167 and 6790).

In the matter of the Petition of C. H. Cochrane & Co., Ltd., and others, under section 9 of "The Local Improvement Act," against the re-surfacing of pavement on Wellington Street—from the Perley Home to Pooley's Bridge—in the City of Ottawa, as a Local Improvement.

Sept. 2nd—Petition filed.

Sept. 23rd—Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, Ottawa. Application dismissed.

PROCEDURE FILE 6906.

In the Matter of the Provincial Highway Act, 1917, Ontario, Chap. 16, and amending Acts,

And in the Matter of an Appeal thereunder to the Ontario Railway and Municipal Board.

BEFORE:

D. M. McIntyre, Esq., K.C., Chairman.
A. B. Ingram, Esq., Vice-Chairman, and
J. A. Ellis, Esq., Commissioner.

Wednesday, the 16th day of November, A.D., 1921.

BETWEEN:—

The Corporations of the Townships of LOCHIEL, KENYON, ROXBOROUGH, FINCH, WINCHESTER and MOUNTAIN, the Town of ALEXANDRIA and the Villages of MAXVILLE, FINCH, CHESTERVILLE and WINCHESTER.

APPLICANTS.

—and—

HIS MAJESTY, THE KING, in the Right of the PROVINCE OF ONTARIO, represented by the MINISTER OF HIGHWAYS for the PROVINCE OF ONTARIO, the CORPORATIONS of the UNITED COUNTIES of STORMONT, DUNDAS and GLENGARRY, the TOWN OF CORNWALL, the TOWNSHIPS of CHARLOTTENBURG, LANCASTER, CORNWALL, OSNABRUCK, WILLIAMSBURG, and MATILDA, and the VILLAGES of LANCASTER, MORRISBURG and IROQUOIS.

RESPONDENTS.

Sept. 8th—Appeal filed.

Sept. 23rd—Reply of Village of Iroquois filed.

Sept. 26th—Reply of Township of Matilda filed.

Sept. 26th—Reply of Township of Williamsburg, Village of Morrisburg, Township of Osnabruck, Township of Cornwall, Town of Cornwall, Township of Charlottenburg, Township of Lancaster and Village of Lancaster, filed.

Oct. 17th—Reply of United Counties of Stormont, Dundas and Glengarry, filed.

Nov. 1st—Reply of Department of Highways, filed.

Nov. 16th—Hearing, pursuant to appointment, 10 a.m. to 3 p.m., Court House, Cornwall. Appeal dismissed.

Dec. 6th—Approved draft Order, filed.

Dec. 8th—Order.

This application coming on to be heard at the Court Room, Cornwall, on this date by way of appeal from the manner of levy made by By-laws Nos. 1956 and 1998, Council of the respondent United Counties based upon the apportionment made by the Chief Engineer of the Respondents, the Highway Department of Ontario, in the presence of Counsel for applicants and respondents, and upon hearing the evidence submitted on behalf of the said

applicants, at the conclusion of which the Board unanimously decided to dispense with evidence or argument from respondents and to dismiss the application

It is therefore ordered and adjudged, that the application or appeal of the above named applicants or appellants be and the same is hereby dismissed, no costs being awarded other than the respondent Counties shall affix the necessary $10.00 Law Stamp to this Order or Judgment.

(Sgd.) D. M. McIntyre,
Chairman.

Procedure File 6907.

Application by the City of Guelph, under section 18*a*, of "The Local Improvement Act," as enacted by Section 5, Chapter 35, Ontario Statutes, 1915, for approval of its By-law No. 1562, abandoning part of the work authorized under its By-law No. 1428—paving of certain streets.

Sept. 10th—Application and material filed.

Sept. 30th—Hearing, pursuant to appointment, 11.00 to 11.10 a.m., Council Chamber, City Hall, Guelph. Application allowed.

Oct. 21st—Order.

Saturday, the fifteenth day of October, A.D., 1921.

In the matter of the application of the Corporation of the City of Guelph, under Section 18*a*, of "The Local Improvement Act" (as enacted by Section 5, Chapter 35, Ontario Statutes, 1915), for the approval of its proposed By-law to amend By-law No. 1428, as follows:—

"(*a*) By striking out all reference to the macadam pavement on the Street Railway's right of way on Ontario Street, from Neeve Street, to the York Road, and on the York Road from Ontario Street to the northeast city limit, and

"(*b*) By providing that instead of paving the Dundas Road from the River Speed to the southeast boundary of the city with a cement, concrete pavement the said Dundas Road from the said River Speed to the southeast city boundary be paved with a cement, concrete pavement, excepting the Street Railway's right of way."

This application having come on for hearing before the Board at a special sittings holden at the Council Chamber in the City Hall in the City of Guelph, on Friday, September 30th, 1921, at 11.15 a.m., after due notice of the Hearing as appears by an affidavit filed in presence of the solicitor for the applicant, and no one else appearing:

1. It is ordered that By-law 1562, of the City of Guelph, passed October 3rd, 1921, be and the same is hereby approved.

(Sgd.) D. M. McIntyre,
(Seal). *Chairman.*

Procedure File 6908.

Application by The Manitoulin Island Rural Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

Sept. 10th. Application and material filed.

Oct. 18th. Hearing, pursuant to appointment, 2 p.m., 8 to 10 p.m., Town Hall, Little Current.

Nov. 10th. Report of Vice-Chairman filed.

Nov. 10th. Order.

ORDER

November 10th, 1921.

UPON THE APPLICATION of the above-named Applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and other material filed,

THE BOARD ORDERS that the Applicant, The Manitoulin Island Rural Telephone Company, Limited, be authorized to charge $12.00 per annum for Rural Party Line Service, to take effect as from July 1st, 1921.

And the Board makes no Order for costs, save and except that the applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6909.

In the Matter of the Corporation of the City of London, *re* The City Gas Co. of London.

Application by the said Corporation under Sec. 4, et seq., Chapter 98, Ontario Statutes, 1921, for valuation, &c.

Sept. 12th. Application filed.

Oct. 12th. Hearing, pursuant to appointment, 11 a.m. to 12 m., at Board's Chambers. Both parties agree that Frank G. Jewell, C.A., of London, be appointed Auditor, and that a Valuator shall hereafter be also appointed, if necessary; also that interim audit be made and reported covering the six months to Nov. 3rd, 1921, and the calendar year 1920. City Solicitor to draft Order and submit same to Gas Company for approval. Further directions and costs reserved. (See Reporter's Notes).

Nov. 28th. Approved draft Order filed.

Nov. 30th. Order issued.

ORDER

November 28th, 1921.

UPON THE APPLICATION of the Corporation of the City of London, for the appointment of Alexander Calder, of the City of London, in the Province of Ontario, Auditor, under the provisions of an Act of the Legislature of the Province of Ontario (11 George V, Chapter 98), intituled "An Act respecting the City Gas Company of London," to examine and audit all the books of account, papers and documents relating to the business of the City Gas Company of London, or any other company subsidiary to or controlled by the City Gas Company of London, commencing with the year 1920, and to value all the property and assets thereof as a going concern to determine its liabilities and the exact cost to the company of the manufacture, production and supplying of gas, and the City Gas Company of London making no objection to the appointment of the said Alexander Calder, Auditor, for the purposes aforesaid,

This Board, pursuant to the authority vested in it by the said Act, doth hereby appoint the said Alexander Calder to examine and audit all the books of account, papers and documents relating to the business of the City Gas Company of London, or any other company subsidiary to or controlled by the City Gas

Company of London, commencing with the year 1920, and to value all the property and assets thereof as a going concern to determine its liabilities and the exact cost to the company of the manufacture, production and supplying of gas.

And this Board doth further order that the sum of Ten Dollars for Law Stamps be paid on this Order by the applicant.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6915.

In the Matter of the Application by the Town of Timmins, under Section 18 (2) of "The Municipal Act," for the annexation to the said Town of the north-east quarter of the north half of Lot 1, Concession 2, Township of Mountjoy. (Unorganized).

Sept. 13th. Application (letter), certified copy of Resolution of Town Council and plan, &c., filed.

Sept. 14th. Formal application filed.

Oct. 1st. Objection, by Public School Board of S.S. No. 1, in unorganized Township of Mountjoy, filed.

Dec. 15th. Hearing, pursuant to appointment, 11.30 a.m., Court House, Haileybury.

Dec. 19th. Report of Mr. Ingram, Vice-Chairman, submitted and adopted as basis of Board's Order.

REPORT

The undersigned in accordance with and pursuant to Section 9 of "The Railway and Municipal Board Act," attended at the Court House in Haileybury, on the 15th inst., at 11.30 a.m., for the purpose of hearing this application. Mr. J. Y. Murdock appeared as counsel for the Town of Timmins, Mr. W. R. Armitage, Secretary for the School Board, and Mr. E. L. Longmore, Chairman of the Finance Committee, for the Town of Timmins. The papers filed under affidavit proved the sufficiency of the advertising, the posting of notices, service of notice on the Public School Board, the owners of the land in question, the Ontario Land Surveyor's description, a Resolution of expediency passed by the Town Council of Timmins, the area and population of the portion sought to be annexed, a plan showing colors in yellow and red, thus describing the land and the dedicated public highways in the area sought to be annexed, also key plan, all of which appeared to make out a *prima facie* case for annexation.

In regard to the adjustment of the share due by that portion of the area sought to be annexed, namely, 40.04 acres, Messrs. Murdock, Longmore and Armitage held a short conference for the purpose of arriving at an agreement in regard to the amount that should be paid by that portion of the Township of Mountjoy towards the $6,500 debentures which were issued. They agreed that an Order should go subject to the payment by the applicant to the Mountjoy School Board of $100.00 in lieu of all future liability for assessment for the school section, meaning by this that there will be no further obligation on the part of those residing in the area sought to be annexed to Timmins, or of any portion of the 40.04 acres to pay towards the Township of Mountjoy or the School Board within the said Township, for any further sum in connection with

the $6,500 debentures. Mr. Murdock was instructed by me to prepare the Order and submit the same to Mr. Armitage, so that the latter could submit it to Mr. Forbes, their Solicitor, if he so desired, and then forward the same to the Board as consented to by all parties concerned.

I therefore recommend that the Order shall issue for this annexation.

Respectfully submitted,

(Sgd.) A. B. Ingram,
Vice-Chairman,

Toronto, December 19th, 1921.

Procedure File 6936.

Between:

T. W. Thomson, et al.,

Applicants,

—and—

The Manitoulin Island Rural Telephone Co., Ltd.,

Respondent.

(Complaint under Section 88 of "The Ontario Telephone Act, 1918," that the Respondent is charging tolls in excess of those approved by the Board).

Sept. 21st. Application filed.

Oct. 18th. Hearing, pursuant to appointment, 2 p.m., 8 to 10 p.m., Town Hall, Little Current. (See P.F. 6908).

Procedure File 6937.

Application by The King Telephone Co., Ltd., under Section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

Sept. 21st. Application filed.

Nov. 1st. Hearing, pursuant to appointment 10.30 to 11.30 a.m., Town Hall, King. Approved from May 1st, 1922, continuous service.

Nov. 1st. Order.

Order

November 10th, 1922.

UPON THE APPLICATION of the above-named Applicant, upon hearing the evidence adduced on behalf of all parties, upon reading statements of assets and liabilities, receipts and disbursements and other material filed,

THE BOARD ORDERS, subject to the several conditions prescribed in this Order that the Applicant, the King Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from May 1st, 1922:

For Business Telephones:		
Individual Line Service	$ 18 00	per annum.
Two-Party Line Service	15 00	per annum.
Four-Party Line Service	14 00	per annum.
For Residence Telephones:		
Individual Line Service	$ 16 00	per annum.
Two-Party Line Service	15 00	per annum.
Four-Party Line Service	14 00	per annum.
For Rural Party Line Service	$ 15 00	per annum.

AND THE BOARD FURTHER ORDERS:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall, on December 31st, 1922, and each year thereafter, set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be expended in new constructions or extensions or additions to the property of the company, or with the like approval, may, be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested and such portion of the earnings fixed by the Board as attributable to the moneys so expended in new constructions, extensions or additions shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall, on or before the fifteenth day of January in each year, furnish the Board with a report setting forth (*a*) the total amount standing at the credit of the fund referred to in Clause 1 hereof on the 31st day of December in the preceding year, (*b*) the amount of such fund which has been temporarily used in the purchase of securities, (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last-named date.

3. That the applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no Order for costs, save and except that the applicant shall pay $10.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,

(Seal) *Chairman.*

Procedure File 6952.

In the Matter of the Petition of J. R. Booth, Ltd., under Section 9 of "The Local Improvement Act," against the construction of a stone block pavement on Booth Street, in the City of Ottawa, between the Union Bridge and a point 126 feet southerly.

Sept. 26th. Petition filed.

Oct. 14th. Hearing, pursuant to appointment, Council Chamber, City Hall, Ottawa, 10 a.m. to 11 a.m. Adjourned for argument to Monday, Oct. 24th, Board's Chambers.

Oct. 24th. Hearing continued. Argument concluded. Judgment reserved.

Nov. 3rd. Judgment delivered.

Nov. 16th. Approved draft Order filed.

Nov. 18th. Order.

OPINION OF THE BOARD

This is a Petition by J. R. Booth, Limited, under Section 9 of "The Local Improvement Act," alleging that the Company is dissatisfied with a certain local improvement work, or with the manner in which it is being undertaken. The work is the construction of a stone block pavement on Booth Street, in the City of Ottawa, between the Union Bridge and a point 126 feet southerly. In virtue of an authorization under Section 9 of "The Ontario Railway and Municipal Board Act," J. A. Ellis, Esquire, attended at the City of Ottawa on the 14th October last, and sat for the purpose of hearing evidence. During the sittings, a question of law arose, and the hearing was, by consent, adjourned to Toronto, where, on 24th October last, at the Board's Chambers, the question of law was argued, the Chairman and Mr. Ellis sitting to hear argument.

Booth Street is a public highway leading northerly up to Union Bridge, a railway and traffic bridge, across the Ottawa River connecting the City of Ottawa with the City of Hull. The proposed work as above mentioned is a stone block pavement extending from Union Bridge southerly on Booth Street for a distance of 126 feet. There seems on the evidence to be no doubt that J. R. Booth, Limited, are and have been for many years past in occupation of the lands abutting upon the part of Booth Street proposed to be paved; the lands on the west side under a lease from the Crown, which expired in the year 1912, and has not been renewed, and the lands on the east side without any title whatever so far as appeared, the allegation of the Appellant being that it also belongs to the Crown. Nothing was submitted to the Board to show that this imputation of ownership of these parcels to the Crown was not warranted by the fact. Upon the last revised assessment roll for the City of Ottawa, being for the year 1921, J. R. Booth, Limited, appear to be assessed as owner of the following lands:

"Part of Bridge Reserve west of Booth Street," and "part Union Square east of Booth Street." There is no room for reasonable doubt that the two several parcels as above described on the assessment roll embrace the lands abutting to the east and west upon the portion of Booth Street of a length of 126 feet proposed to be paved.

Upon these facts Mr. Hill contended that the lands sought to be assessed were vested in the Crown and as such were not assessable, that the appellant was not the owner, and therefore, not assessable, and that it was competent for him on this proceeding to show that the appellant was not the owner, notwithstanding the provisions of Section 2, paragraph (o) of "The Local Improvement Act."

In answer to this Mr. Proctor submitted that, the appellant appearing on the last revised assessment roll to be the owner of the two parcels in question, could not be heard to say that it was not the owner and assessable as such. In support of this contention Mr. Proctor referred to the case Township of Warwick vs. Township of Brooke, 1, O.L.R. 433. This case arose under "The Municipal Drainage Act," an enactment in *pari materia* with "The Local Improvement Act" The question was whether a petition for the drainage work was sufficiently signed. The Act, R.S.O. (1897) Chap. 226, Section 3, (1): now R.S.O. (1914) Chap. 198, Section 3, (1), declared that "Upon the petition of the majority in number of the resident and non-resident persons (exclusive of farmers' sons not actual owners) as shown by the last revised assessment roll to be the owners of the lands to be benefitted in any described area within any township, etc., to the municipal council thereof, for the draining of the area described in

the petition &c., the Council may procure an engineer, &c., to examine &c., &c." The evidence showed that the assessor had neglected his duty in preparing the assessment roll, and had entered the names of certain persons as owners whose only right to be there in that quality was as farmers' sons, and by neglecting to insert in the proper column the letters "F.S." opposite their names, he omitted to show that these persons were farmers' sons and therefore not actual owners. Upon these facts the Court of Appeal held as set out in the head note that "the assessment roll is conclusive as to the status of the persons mentioned in it, and evidence is not admissible to show that a person entered on the roll as owner .....has been entered on the roll as owner by the assessor's error."

In view of the definition of "owner" contained in Section 2, paragraph (o) of "The Local Improvement Act," the above case seems precisely in point and is authority for holding that the person appearing by the last revised assessment roll of the municipality to be the owner of land must be taken to be the owner for the purposes of the Act, and is precluded by that fact from contending otherwise.

Under "The Local Improvement Act," Section 19, (1), the entire cost of work undertaken (subject to certain enumerated exceptions) shall be specially assessed upon the lots abutting directly on the work. In Sections 21, 23 and 25 provision is made for the assumption by the Corporation of varying portions of the cost of the work. Under the scheme of taxation in the Act the burden of cost is severed and divided into two categories—the Corporation's portion of the cost and the owner's portion of the cost—the latter being specifically defined in Section 2, paragraph (p) of the Act. Section 31 of the Act declares that amongst other things there shall be entered in the special assessment roll the name of the owner of each lot to be specially assessed. Hence arises the necessity for determining the several owners of the lots to be specially assessed, and a criterion is laid down in Section 2, paragraph (o) of "The Local Improvement Act" for the guidance of the officials charged with the duty of preparing the special assessment roll. A similar criterion in almost identical words is laid down in Section 3 (1) of "The Municipal Drainage Act," and it has been interpreted in the case Warwick vs. Brooke to be conclusive and binding as to the status of the persons whose names appear as owners of the relevant lots upon the last revised assessment roll. In this view of the law and upon the facts of this case, the Board must hold that the Appellant, appearing upon the last revised assessment roll as owner of the lots to be specially assessed for this work, it is not competent for this Company to contradict the evidence of the roll and show that the ownership is vested elsewhere.

The question of law raised having been disposed of, Mr. Ellis has reported to the Board that after considering the evidence taken before him at Ottawa, he would recommend that the Petition be dismissed, provided that there be a readjustment of the burden of cost as between the Corporation and the owners. Under the scheme of taxation proposed by the City it is contemplated that the City's portion of the cost shall be $349.98 of a total cost of $6,592.02. This, in the judgment of Mr. Ellis, is an inadequate apportionment of the cost, and he has so reported to the Board, and in his conclusion the Board agrees. The Union Bridge, to which Booth Street leads, is one of the two sole bridges connecting the Cities of Ottawa and Hull; the bridge carries not only vehicular and pedestrian traffic, but also tracks over which street railway cars pass. In consequence of this a great and heavy traffic converges to the bridge and passes over the por-

tion of Booth Street in question. The City authorities have wisely taken cognizance of this and contemplate laying a pavement of enduring, but very costly character, for 126 feet of pavement the cost being $6,592.02. In view of the foregoing, Mr. Ellis reports that the work is not one that can be classed strictly as a local improvement work, to be taxed for as such, but is a work meeting the general convenience of the City of Ottawa at large, and that a substantial portion of the cost should be borne by the Corporation. Mr. Ellis recommends to the Board that the cost of the work, apart from what is taxable against the Corporation under the Act, be apportioned sixty per cent. to the Corporation and forty per cent. against the owners. Other factors leading Mr. Ellis to the above conclusion are that the lands assessable on the east side of Booth Street are unfit for building purposes, and the assessable lands on both sides of Booth Street are fenced off from Booth Street, and direct access to the latter street from the lands is thus cut off.

There will be no costs to either party, but the Corporation will pay $20.00 in Law Stamps on the Order.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

Dated at Toronto, the third day of November, A.D., 1921.

Order

November 3rd, 1921.

The above Petition having come on for hearing at a special sittings of the Board for the taking of evidence, held in the Council Chamber, in the City of Ottawa, on the 14th day of October, 1921, before Mr. Commissioner Ellis, duly authorized and provided by Section 9 of "The Ontario Railway and Municipal Board Act," in the presence of Counsel as well for the Petitioner as for the Corporation of the City of Ottawa, and the said evidence having been transcribed and the said matter thereupon adjourned for argument by Counsel at a hearing held at the City of Toronto, on the 24th day of October, 1921, and the matter having thereupon stood over for judgment, and the same coming on this day for judgment,

THE BOARD DOTH ORDER:

1. That the cost of the said work, apart from such part of the cost thereof as is chargeable against the Corporation of the City of Ottawa, under the provisions of "The Local Improvement Act," be borne and apportioned as follows:

Sixty per cent. of the cost to be borne by and assessed against the Corporation, and forty per cent. of the cost thereof to be borne by and assessed against the lands abutting upon the said work.

2. The Corporation of the City of Ottawa shall affix Law Stamps to the amount of $20.00 to this Order, in payment of the fees of the Board upon the said hearing, and the said Corporation may charge the said amount as part of the cost of the said Local Improvement work, and save as aforesaid, the Board makes no Order as to the costs of the said hearing.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

PROCEDURE FILE 6953.

In the Matter of the Petition of Mrs. E. D. Story and others, against the construction of a five-foot concrete sidewalk on Ladouceur Street South, between Merton and Forest Streets, in the City of Ottawa, as a Local Improvement.

Sept. 27th. Petition filed.

Oct. 7th. Hearing, pursuant to appointment, 10 to 10.30 a.m., City Hall, Ottawa. Petition dismissed.

Oct. 10th. Order.

REPORT

A concrete sidewalk is already constructed on the north side of Ladouceur Street between Merton and Forest Streets. There is not a sidewalk of any kind on the south side of Ladouceur Street. The petitioners urged that no sidewalk was necessary on the south side of the street, but with this contention I cannot agree. The only other objection the petitioners had was that the ratepayers assessed for the Local Improvement were all poor people and scarcely able to pay the annual charges for the proposed sidewalk. This, however, is not a valid reason against the work being done.

I recommend that the petition be dismissed.

(Sgd.) J. A. ELLIS,
Commissioner.

Toronto, October 10th, 1921.

I agree that the report be adopted as the basis of the Board's Order.

(Sgd.) D. M. MCINTYRE,
Chairman.

ORDER

October 10th, 1921.

The above Petition having come on for hearing at a special sittings of the Board, held in the Council Chamber in the City of Ottawa, on Friday, the seventh day of October, A.D., 1921, before Mr. Commissioner Ellis, duly authorized as provided by Section 9 of "The Ontario Railway and Municipal Board Act," in the presence of certain of the said petitioners, and of the Solicitor and Assistant Engineer of the City of Ottawa, and the said Commissioner having reported upon the said matter to the Board, and the Board having adopted said report as the basis of its Order herein:

IT IS ORDERED:

1. That the said Petition be and the same is hereby dismissed.

2. The Corporation of the City of Ottawa shall affix Law Stamps to the amount of $10.00 to this Order, in payment of the fees of the Board upon the said hearing, and the said Corporation may charge the said expenditure as part of the cost of the said Local Improvement work, and save as aforesaid, the Board makes no Order as to the costs of the said hearing.

(Sgd.) D. M. MCINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6956.

In the matter of the Petition of E. A. Sherwood, and others, under section 9, of "The Local Improvement Act," against the construction of a concrete sidewalk on Laurier Ave., North, between Elgin Street and Laurier Bridge, as a Local Improvement.

Sept. 27th—Petition filed.

Oct. 21st—Hearing, pursuant to appointment, 10.00 to 10.05 a.m., Council Chamber, City Hall, Ottawa. Local Improvement Report withdrawn.

PROCEDURE FILE 6959.

BETWEEN:—

The Corporation of the Township of York,

Applicant,

—and—

The Corporation of the City of Toronto,

Respondent.

(Sewer connections, under Sec. 6, Chap. 110, Ontario Statutes, 1919).

Sept. 28th—Petition filed.

Oct. 29th—Amended application filed.

Nov. 2nd—Plans and profiles filed of proposed sewers in Swansea Division, Runnymede District; Eastern Division, Greenwood District; and Eastern Division, Todmorden District.

Nov. 3rd—Hearing, pursuant to appointment, Board's Chambers, 10.30 a.m., to 1.15 p.m. Engineers for Board, Provincial Board of Health, Township and City to confer and prepare schemes or plans for separate disposal of storm waters by Township, and estimates of cost. (See Reporter's Notes). (Board only suggests, not directs, *re* Engineer, Provincial Board of Health). Hearing adjourned till 11 a.m., Monday, Nov. 21st, at Board's Chambers.

Nov. 21st—Hearing adjourned, at request of Counsel, to Dec. 12th, at 10.30 a.m.

Dec. 10th—Hearing adjourned, at request of Counsel, "sine die."

PROCEDURE FILE 6965.

Application by the City of Toronto, under Section 399*a*, of "The Municipal Act" (Sec. 10, Chap. 63, Ontario Statutes, 1921), for approval of its By-law No. 8834—to establish a restricted area on Prince Arthur Avenue—between Avenue Road and Huron Street.

Oct. 1st—Application and material filed.

Oct. 24th—Hearing, pursuant to appointment, 11a.m. to 1.10 p.m., at Board's Chambers. Hearing concluded. Judgment reserved.

Nov. 28th—Judgment of majority of Board (dated Nov. 14th), and Dissenting Judgment of Chairman (dated Nov. 28th), issued.

Dec. 9th—Order.

In our opinion the By-law in question should be approved by the Board because no sufficient reason has been shown why the action of the City Council should be reversed.

Dated at Toronto this 14th day of November, A.D., 1921.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

(Sgd.) J. A. ELLIS,
Commissioner.

DISSENTING OPINION OF THE CHAIRMAN OF THE BOARD.

This is an application by the City of Toronto for approval of its By-law No. 8834, passed under the provisions of Section 399(*a*), as enacted by 11, George V, Chap. 63, Section 10. This section authorizes councils of cities and certain other municipalities to pass by-laws:

1. "For prohibiting the use of land or the erection or use of buildings within any defined area or areas or abutting on any defined highway or part of a highway for any other purpose than that of a detached private residence."

Pursuant to this authorization the Council of the City of Toronto passed By-law No. 8834; the first paragraph reads thus:

"1. No person shall use the land fronting or abutting on either side of Prince Arthur Avenue, between Avenue Road and Huron Street, or erect or use any buildings on the said land for any other purpose than that of a private detached residence."

Paragraph (*b*) of subsection 2 of section 399(*a*) declares that: "No By-law passed under this section shall come into force or be repealed or amended without the approval of the Municipal Board; but such approval may be given, as to the whole or any part of an area or highway affected, if it is shown to the satisfaction of the Board that it is proper and expedient in view of:

(*i*) The purpose for which the original by-law was passed, and the nature and class of occupancy and use of the land within the area or abutting on the highway at the time the by-law was passed."

The nature and class of occupancy and use of the land abutting on the street in question is thus described by Mr. B. Clarke, K.C., who appeared for the property owners: p. 6, of the Notes: "It is an entirely residential district, and the houses as a rule are very expensive houses and they are occupied, with very few exceptions, by the people who own them, and they are all detached houses. Prince Arthur Avenue was partly built up while the district was in Yorkville, but it is an exceedingly nice street from end to end, and there is no pretence of anything in the character of a business upon it, except one private residence on the south side—a little house that has set up a Ladies Repository."

This statement is correct in most particulars, although there is one house on the street said to have been used as a boarding house, and there are some ten or more semi-detached dwelling houses, each with two tenements.

The great majority of the residents of the street favor the by-law, indeed it was on their application that the by-law was passed by Council. What led up to its passage is the following series of transactions:

About the 4th or 5th of August last, the Roman Catholic Separate School Board were notified by the municipal authorities of Toronto, that the Roman Catholic Separate School situated on St. Vincent Street in Toronto would be expropriated in connection with the extension of Terauley Street. It is and was the duty of the Trustees under the Roman Catholic Separate Schools Act, to provide adequate accommodation for the children under their care, and being ousted from the St. Vincent Street School they looked elsewhere for a suitable site. On the 10th of August, they bought the two properties numbered 14 and 18, on Prince Arthur Avenue, each comprising a large dwelling house, though the purchase was not closed in all its details until the end of that month.

The trustees were influenced in buying these properties by the fact that the lots had unusual depth—some 210 feet—and a frontage of some 120 feet—thus affording ample space for the erection of a large school as well as playgrounds

for the children. Besides this these properties were conveniently situated relatively to other Roman Catholic Separate Schools, so as to serve the needs of the Trustees—Mr. Day, stating (p. 16, of the Notes of evidence), "from Bathurst and Bloor Streets up to St. Michael's Cemetery there was no school, and this school had to serve that need." Furthermore, the purchase price of the property was reasonable in the judgment of the Trustees.

The Trustees prepared plans for alterations to one of the dwelling houses so as to adapt it to the purposes of a temporary school house, and submitted the plans to the city architect for his approval as required by by-law of the city. Formal approval has not been given to these plans, but the alterations were preceded with, an official from the city architect's office visiting the premises two or three times while the work was going on, and apparently acquiescing in what was being done. On the 15th or 16th September the Trustees opened the remodelled dwelling house No. 14 as a school with some 132 pupils in attendance out of 149 enrolled. (Notes p. 27), of whom sixty-six are from the district between College and Bloor Streets, and eighty-three north of Bloor Street. Besides this, part of the lands appurtenant to No. 18 has been fenced off and is used as a play-ground. No part of the building No. 18 has been used for school purposes, (Notes p. 30). Later, but some days before the passing of the By-law, the Trustees submitted for approval of the City Architect, plans of a new school building proposed to be erected on this site, and on the same day having learned that the City Architect, under instructions from the Board of Control, would not consider the plans, they moved for a mandamus directing that official to approve the plans. Then on 26th September By-law No. 8834 was passed following the request of certain owners of property on the street who attended before Council and urged that such a By-law should be passed.

It may be noted that long before these transactions, on the 4th January, 1905, the City Council had passed By-law No. 4469 (subsequently amended by By-laws Nos. 4943 and 5333), by which it was provided "No building shall hereafter be located, erected or used for stables for horses for delivery purposes, laundries, butcher shops, stores, manufactories, blacksmith shops, forges, dog kennels, hospitals, or infirmaries for horses, dogs or other animals upon property fronting or abutting upon either the streets or highways within the area hereinafter described;" then follows a description of an area which comprises Prince Arthur Avenue between Huron Street and a point distant 100 feet east of the east limit of Avenue Road. This by-law was passed under authority given to municipal councils to exclude from designated areas certain enumerated trades, and under a general authority to regulate trades likely to prove to be nuisances. From the foregoing it will be seen that before the passing of By-law No. 8834 the properties abutting on Prince Arthur Avenue were protected from the intrusion of many trades and forms of user likely to prove objectionable in a residential district.

The criteria laid down in the Act for the guidance of the Board in granting its approval are expressed in these terms: "If it is shown to the satisfaction of the Board that it is proper and expedient in view of:

(1) The purpose for which the original By-law was passed and the nature and class of occupancy and use of the land within the area or abutting on the highway at the time the By-law was passed." The members of the Board are agreed that "the nature and class of occupancy and use" of the land on Prince Arthur Avenue are such as would, in the absence of other considerations, render it proper and expedient that the By-law should be approved. I am, however, unable

to agree with the two other members of the Board that in all the circumstances of this case the By-law is one that should be approved in view of the "purpose" for which it was passed.

There is a saving clause contained in paragraph (a) of Subsection 2, Section 399 (a) of "The Municipal Act," which assumes to preserve the rights of property owners based on user as of the day the By-law was passed—in this case the 26th September, 1921. The evidence shows that the Roman Catholic Separate School Board, was, as owner in possession, using the tenement and premises No. 14 on Prince Arthur Avenue for school purposes on 16th September and following days. Besides this a portion of the premises appurtenant to tenement No. 18 had been fenced off, and was, prior to 26th September, being used as a playground by the pupils.

In view of the foregoing statement of facts the precise effect of the saving clause upon the pre-existing rights of the School Board is not free from ambiguity. Whatever its effect may be, the proceedings before the Board made it clear that the purpose of the By-law is to prohibit, or, failing absolute prohibition, to restrict as far as possible, the carrying on of a school upon the premises in question. If the By-law as interpreted by the Courts, notwithstanding the saving clause, goes the length of absolute prohibition, the School Board will be forced to dispose of these properties, probably at a loss, and look elsewhere for a school site, and perhaps meet as cool a welcome in other quarters as they have met on Prince Arthur Avenue. Falling short of absolute prohibition the By-law may oblige the School Board to carry on its school on a portion of this site in a building ill-adapted to its uses, present and future, and with a consequent loss of efficiency in its work. I am of the opinion that a public body like the School Board, with important and necessary duties to perform under the law, and having at the time of the acquisition of these properties a legal right to carry out its intention, should not be driven to adopt either alternative.

A By-law of this kind has necessarily a retrospective effect, in that it prohibits in the future the exercise by property owners of legal rights existing and exercisable by them in respect of their properties prior to the passing of the By-law. But legislation having a retrospective operation is not favored in English jurisprudence. "It is a fundamental rule of English law that no statute shall be construed so as to have a retrospective operation unless such a construction appears very clearly in the terms of the Act or arises by necessary and distinct implication. Upon the presumption that the Legislature does not intend what is unjust rests the leaning against giving certain statutes a retrospective operation," Maxwell, Interpretation of Statutes, 3rd Ed., p.p. 331-2. Of the intention of the City Council in passing this By-law there is no doubt, and if that intention is effectuated by the Board's approval of the By-law, I am satisfied that an injustice will be done the School Board. This Board having the power to prevent this injustice by withholding its approval, and being vested by the Legislature with this revisery jurisdiction, no doubt, for the very purpose of preventing such injustice to individuals, I am of the opinion that it is the Board's duty to do so.

From another point of view the passing of this By-law seems to me to be an arbitrary exercise in the law-making power of the Council. The By-law, though in terms general in its application, is, as the proceedings at the hearing clearly showed, aimed specifically at the School Board, and is designed to arrest its action and prevent its carrying out its declared intention in respect of these buildings and lands. This being so, I think the By-law is open to the objection

suggested by Middleton J., in Cridland vs. Toronto, 48, O.L.R., 267, in that it is "an attempt to regulate the conduct of an individual rather than to pass a general law."

I think the proper disposition of the application is to approve the By-law in part, excepting from its operation the properties of the School Board, numbered 14 and 18. As a majority of the Board have reached the conclusion that the By-law should be approved in toto, their view prevails, it being a matter of fact, and not of law.

An Order will issue approving the By-law as passed by Council.

There will be no costs to either party, but the City of Toronto will pay a fee of $10.00 on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 28th day of November, A.D., 1921.

ORDER

November 28th, 1921.

In the Matter of the Application of the Corporation of the City of Toronto, under Section 399(a) of "The Municipal Act," as enacted by 11 George V, Chapter 63, (Ontario), Section 10, for approval of By-law No. 8834, passed by the Council of the said Corporation the 26th September, 1921, being "A By-law to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of Prince Arthur Avenue, between Avenue Road and Huron Street for any other purpose than that of a detached private residence."

Upon the Application of the Corporation of the City of Toronto for approval of the said By-law No. 8834, and the Board having appointed Monday, the 24th day of October, 1921, at eleven o'clock in the forenoon, at its Chambers, 47 Queen's Park, in the City of Toronto, for the hearing herein, and having caused notice of such appointment to be posted, and kept posted conspicuously in six places on the portion of Prince Arthur Avenue affected, and at the City Hall and Post Office in the City of Toronto, and to be advertised once a week for two weeks in two local newspapers having a general circulation in the area affected, and the application coming on for hearing on said day pursuant to said appointment;

Upon hearing what was alleged by Counsel for the applicant and for the ratepayers residing on Prince Arthur Avenue, and for the Board of Trustees of the Roman Catholic Separate Schools for the City of Toronto, and also by several ratepayers appearing in person, and judgment on the application having been reserved until this day:

1. IT IS ORDERED that the By-law No. 8834, passed by the Council of the Corporation of the City of Toronto, on the 26th day of September, 1921, and entitled "A By-law to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of Prince Arthur Avenue, between Avenue Road and Huron Street for any other purpose than that of a detached private residence," be and the same is hereby approved.

2. AND IT IS FURTHER ORDERED that there be no costs of this application to any party, but that the Applicant do pay a fee of $10.00 on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 6971.

In the Matter of Sec. 34 (3), Chap. 16, Ontario Statutes, 1917, and

In the Matter of an Appeal by the City of Kingston respecting its Provincial Suburban Area, referred by the Honourable the Minister, to this Board.

Oct. 10th. Application for Hearing filed by Solicitor for the Province.

Oct. 27th. Hearing, pursuant to appointment, 10 a. m to 1.30 p.m., Court House, Kingston. Appeal dismissed.

PROCEDURE FILE 6975.

In the Matter of a Petition of E. A. Stott, and others, under Section 9 of "The Local Improvement Act," against the construction of a sidewalk on the north side of Burnside Ave., in the City of Ottawa, as a Local Improvement.

Oct. 12th. Petition filed.

Oct. 14th. Certificate of City Clerk, that Petition insufficiently signed, filed.

Oct. 17th. Further Petition filed.

Nov. 4th. Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, City Hall, Ottawa. Petition dismissed.

Nov. 9th. Draft Order filed.

Nov. 14th. Order issued.

ORDER

November 5th, 1921.

The above petition having come on for hearing at a special sittings of the Board held in the Council Chamber of the City of Ottawa, on Friday, the 4th day of November, A.D., 1921, before Mr. Commissioner Ellis, duly authorized as provided by Section 9 of "The Ontario Railway and Municipal Board Act," in the presence of the Solicitor and Assistant Engineer of the City of Ottawa, and no one appearing for the said petitioners, although duly notified, and the said Commissioner having reported upon the said matter to the Board, and the Board having adopted said report as a basis of its Order herein:

IT IS ORDERED:

1. That the said Petition be and is hereby dismissed.

2. The Corporation of the City of Ottawa shall affix Law Stamps to the amount of Ten Dollars ($10.00) to this Order, in payment of the fees of the Board on the said hearing, and the said Corporation may charge the said expenditure as part of the cost of the said Local Improvement work, and save as aforesaid, the Board makes no Order as to the costs of the said hearing.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 6976.

Between:

E. T. Stephens, Ltd.,

Appellant,

—and—

The Corporation of the Township of Toronto,

Respondent.

(Assessment Appeal)

Oct. 12th. Notice of Appeal filed.

Oct. 31st. Hearing, pursuant to appointment, 11 a.m. to 2.45 p.m., at Board's Chambers, adjourned to Nov. 14th, at 10 a.m.

Nov. 14th. Hearing continued, 10 a.m. to 6 p.m. Adjourned to Nov. 28th, at 10 a.m.

Nov. 28th. Hearing continued, 10 a.m. to 12.30 p.m. Judgment reserved.

Dec. 9th. Judgment delivered.

Dec. 16th. Order.

OPINION OF THE BOARD

The Board has reached the conclusion that this appeal must be dismissed. The appellants never seriously contended that the value at which their property was assessed was below the actual value of the property. The appellant's case consisted really of the allegation that their property was assessed at a value above the value at which similar land in the vicinity is assessed, and the appellant no doubt supported this allegation with abundant proof. The duty of the Board on this appeal is to determine upon the evidence the actual value of the appellant's property, and the authorities show that it is only where the evidence aliunde does not afford satisfactory grounds for determining the actual value that resort may be had under Section 69, Subsection (16) of "The Assessment Act," to the value at which similar land in the vicinity is assessed. But the Board without resorting to this latter source is satisfied that the assessed value of these lands is not in excess of their actual value for the following reasons:

1. The lands were bought for subdivision purposes about two years ago for $600 per acre;

2. The lands after subdivision were listed for sale by the appellants at prices per lot far in excess of their assessed value now the subject of complaint;

3. A large number of lots were actually sold in both subdivisions much in excess of the value at which these lots are assessed.

The Board has had perusal of the judgment of the learned County Judge from whose decision this appeal has been taken, and agrees with him as to the impracticability of assessing these land en bloc under Section 22 (f) of "The Assessment Act," owing to numerous sales of lots which have taken place. If it were attempted fresh anomalies would be introduced. For instance, the sold lots must be assessed at values approximating their sale prices, but if the unsold lots were assessed en bloc at values based on the assessment of similar farm land in the vicinity, new and glaring inequalities would be introduced.

The appeals in respect of both subdivisions are dismissed, and the assessment confirmed.

There will be no costs to either party, but the Appellant will pay to the Respondent $20.00 in Law Stamps, which the Respondent will affix to the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the ninth day of December, 1921.

Order

December 9th, 1921.

Upon the Application made to this Board on the 31st day of October and on the 14th and 28th days of November, 1921, of the Appellant by way of appeal against the judgment of His Honour Benjamin F. Justin, Judge of the

County Court of the County of Peel, confirming the assessments made in 1921 by the Respondent of the lands of the Appellant laid out on registered plans Number C. 20 and F. 20, for the County of Peel: upon hearing read the Notice of Appeal, the Judgment appealed from and upon hearing the evidence that was adduced and what was alleged by Counsel for both parties, the Appellant having abandoned the appeals in so far as they related to all lands west of First Avenue on said Plan C. 20, and all lands south of the right of way of the Grand Trunk Railway Company on said Plan F.20, this Board was pleased to direct the said appeals to stand over for judgment and the same coming on this day for judgment:

1. THIS BOARD DOTH ORDER that the said appeals be and the same are hereby dismissed and that the said assessments be and the same are hereby confirmed;

2. THIS BOARD doth not see fit to make any Order as to costs, but the Appellant will pay to the Respondent $20.00 in Law Stamps which the Respondent will affix to the Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7012.

In the Matter of the Petition of E. McMahon and F. A. Magee, under Section 9 of "The Local Improvement Act," against the construction of a five-foot concrete sidewalk on Blackburn Avenue West, between Templeton and Somerset Streets, in the City of Ottawa, as a Local Improvement.

Oct. 25th. Petition filed.

Nov. 18th. Hearing, pursuant to appointment, 10 to 10.30 a.m., City Hall, Ottawa. Petition dismissed, no one appearing for Petitioners.

Nov. 25th. Hearing re-opened on consent, 10.30 to 11 a.m., City Hall, Ottawa. Adjourned *sine die* by consent.

Procedure File 7026.

In the Matter of the Petition of The Ottawa Car Manufacturing Co., Ltd., under Section 9 of "The Local Improvement Act," against the construction of a five-foot concrete sidewalk on the south side of Albert Street, from Kent Street to a point 227 feet westerly, in the City of Ottawa.

Oct. 31st. Petition filed.

Nov. 25th. Hearing, pursuant to appointment. 10 to 10.30 a.m., City Hall, Ottawa.

Nov. 28th. Mr. Commissioner Ellis' report recommending that Petition be dismissed, filed.

Dec. 3rd. Draft Order filed.

Procedure File 7040.

Application by the City of Toronto, under Section 399a of "The Municipal Act," (Sec. 10, Chap. 63, Ontario Statutes, 1921), for approval of its By-law No. 8880, establishing a restricted area on Lowther Avenue, between St. George Street and Brunswick Avenue.

Nov. 5th. Application and copy of By-law filed.

Nov. 29th. Hearing, pursuant to appointment, 11 to 11.30 a.m., at Board's Chambers. Application granted. By-law approved. Order to be drafted by City Solicitor.

Dec. 13th. Order.

ORDER

November 29th, 1921.

Upon the Application of the said Corporation, and upon reading the Notice of Application and the other material filed by William Johnston, Esquire, K.C., Solicitor for the Applicant, and upon hearing what was alleged by Counsel for the Applicant and for the various parties interested,

THE BOARD ORDERS, under and in pursuance of the provisions of Section 399a of "The Municipal Act," as enacted by Section 10, Chapter 63, Ontario Statutes, 1921, that By-law No. 8880, intituled "No. 8880, A By-law to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of Lowther Avenue, between St. George Street and Brunswick Avenue, (except premises No. 129, Lowther Avenue), for any other purpose than that of a detached private residence," be and the same is hereby approved.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman,

PROCEDURE FILE 7044.

In the Matter of an Arbitration under "The Provincial Highways Act," (Chap. 16, 1917), and

In the Matter of "The Public Works Act," (Chap. 35, R.S.O.)

Arbitration by the Board as to compensation to be paid Parkdale Boulevard, Ltd., for Lots Nos. 1 to 378, (incl.) and Lots Nos. 381 to 466 (incl.), and Lots A, B, C, and D, Plan No. 574, known as "Parkdale Survey," Con. II, Tp. Saltfleet, Co. Wentworth.

Nov. 8th. Copy of Notice of Department of Public Highways for compensation to be fixed by Board, filed.

Dec. 3rd. Particulars of Claimants' Demand filed.

Dec. 5th. Copy of Notice of Expropriation filed, (by Minister).

Dec. 6th. Hearing, pursuant to appointment, 11 a.m., 5.30 p.m., Court House, Hamilton.

Dec. 7th. Hearing continued, 10.30 a.m. to 12.30 p.m. Judgment reserved.

Dec. 21st. Award issued.

AWARD

December 21st, 1921.

TO ALL TO WHOM THESE PRESENTS SHALL COME:

The Ontario Railway and Municipal Board send Greeting:

WHEREAS, the Honourable, the Minister of Public Works and Highways did for and in the name of His Majesty enter upon, take and expropriate certain lands of the said Parkdale Boulevard, Limited, which he did deem necessary for the use of the Department of Public Highways, under "The Provincial

Highway Act," which lands are set out and described in a plan and description of the same deposited in the proper registry office as required by the said "The Provincial Highway Act;"

AND WHEREAS pursuant to the provisions of Section 29 of the said "The Ontario Public Works Act," the Honourable, the Minister of Public Works and Highways gave notice that he desired that the compensation to be made to the owners of the said lands should be determined by The Ontario Railway and Municipal Board;

Now the said The Ontario Railway and Municipal Board having taken upon itself the burden of the arbitration to fix such compensation as aforesaid, and having heard and duly considered all the allegations and evidence of the said respective parties of and concerning the said matters in difference, and so referred as aforesaid, doth make and publish this its award in writing of and concerning the said matters so referred to it, and doth hereby award and direct:

(1). That the Province of Ontario do pay to the said Parkdale Boulevard, Limited, for land taken and damages resulting from such expropriation beyond any advantage that they may derive from the contemplated work.....$3,220.00;

(2). That the Province of Ontario do pay to the said Parkdale Boulevard, Limited, for grading of street and resurvey of land rendered necessary by the contemplated work $700.00;

(3). And the Board finds and awards ten per cent. on the amount of its above mentioned award for the compulsory expropriation of the said property, amounting to $392.00;

(4). And the Board finds and awards that interest at the rate of five per cent. per annum on $4,312.00 from the date of the filing of the plan and description as aforesaid should be paid by the respondent to the claimants;

(5). And the Board finds and awards that the claimants shall be paid their costs of the arbitration, and directs that such costs be taxed by the Secretary of the Board on the scale of the Supreme Court of Ontario:

In witness whereof the members of The Ontario Railway and Municipal Board have hereto set their hands and caused to be affixed hereto the seal of the said Board this 21st day of December, A.D., 1921, at the City of Toronto, in the Province of Ontario.

(Sgd.) D. M. McIntyre,
Chairman,
(Sgd.) A. B. Ingram,
Vice-Chairman,
(Sgd.) J. A. Ellis,
Commissioner.

(Seal)

Procedure File 7045.

In the Matter of an Arbitration under "The Provincial Highways Act," (Chap. 16, 1917), and

In the Matter of "The Public Works Act," (Chap. 35, R.S.O.)

(Arbitration by the Board as to compensation to be paid W. H. Torrance, *re* part Lot 31, Concession II, Township of Saltfleet, County of Wentworth).

Nov. 8th. Copy of Notice of Department of Public Highways for compensation to be filed by Board, filed.

Dec. 3rd. Particulars of Claimants' Demand filed.

Dec. 5th. Copy of Notice of Expropriation filed, (by Minister).

Dec. 7th. Hearing, pursuant to appointment, 2.30 to 6 p.m., Court House, Hamilton.

Dec. 8th. Hearing continued, 10 a.m. to 2 p.m., Judgment reserved.

Dec. 21st. Award issued.

AWARD

December 21st, 1921.

TO ALL TO WHOM THESE PRESENTS SHALL COME:

The Ontario Railway and Municipal Board send Greeting:

WHEREAS the Honourable, the Minister of Public Works and Highways did for and in the name of His Majesty enter upon, take and expropriate certain lands of the said William H. Torrance, which he did deem necessary for the use of the Department of Public Highways, under "The Provincial Highway Act," which lands are set out and described in a plan and description of the same deposited in the proper registry office as required by the said "The Provincial Highway Act;"

AND WHEREAS pursuant to the provisions of Section 29 of the said "The Ontario Public Works Act," the Honourable, the Minister of Public Works and Highways, gave notice that he desired that the compensation to be made to the owners of the said lands should be determined by The Ontario Railway and Municipal Board;

Now the said The Ontario Railway and Municipal Board having taken upon itself the burden of the arbitration to fix such compensation as aforesaid, and having heard and duly considered all the allegations and evidence of the said respective parties, of and concerning the said matters in difference, and so referred as aforesaid, doth make and publish this its award in writing of and concerning the said matters so referred to it, and doth hereby award and direct:

(1) That the Province of Ontario do pay to the said William H. Torrance for land taken and for damage to house and lands in all————————$3,380.00;

(2) That the Province do pay to the said William H. Torrance for fruit trees taken and damaged $1,220.00;

(3) That the Province do pay to the said William H. Torrance for fencing and guard rail $350.00;

(4) And the Board finds and awards ten per cent. on the amount of its above mentioned award for the compulsory expropriation of the said property, amounting to $495.00;

(5) And the Board finds and awards that interest at the rate of five per cent. per annum on $5,445.00 from the date of the filing of the plan and description as aforesaid should be paid by the Respondent to the Claimant;

(6) And the Board finds and awards that the said William H. Torrance shall be paid his costs of the arbitration and directs that such costs be taxed by the Secretary of the Board on the scale of the Supreme Court of Ontario.

In witness whereof the members of The Ontario Railway and Municipal Board have hereto set their hands and caused to be affixed hereto the seal of the said Board this 21st day of December, A.D., 1921, at the City of Toronto, in the Province of Ontario.

(Sgd.) D. M. McIntyre,
Chairman,

(Sgd.) A. B. Ingram,
Vice-Chairman,

(Sgd.) J. A. Ellis,
Commissioner.

(Seal)

PROCEDURE, FILE 3046.

In the Matter of an Arbitration under "The Provincial Highway Act," (Chap. 16, 1917), and

In the Matter of "The Public Works Act," (Chap. 35, R.S.O.)

(Arbitration by the Board as to compensation to be paid Charlie Noble and Hannah K. Noble, *re* part Lot 34, Concession III, Saltfleet, County of Wentworth.)

Nov. 8th. Copy of Notice of Department of Public Highways for compensation to be fixed by the Board, filed.

Dec. 5th. Copy of Notice of Expropriation filed, (by Minister).

Dec. 8th. Hearing, pursuant to appointment, Court House, Hamilton, 2 to 4 p.m. Judgment reserved.

Dec. 21st. Award issued.

AWARD

December 21st, 1921.

TO ALL TO WHOM THESE PRESENTS SHALL COME:

The Ontario Railway and Municipal Board sends Greeting:

WHEREAS the Honourable, the Minister of Public Works and Highways did for and in the name of His Majesty enter upon, take and expropriate certain lands of the said Charlie Noble and Hannah K. Noble, which he did deem necessary for the use of the Department of Public Highways, under "The Provincial Highway Act," which lands are set out and described in a plan and description of the same deposited in the proper registry office as required by the said "The Provincial Highway Act."

AND WHEREAS pursuant to the provisions of Section 29 of the said "The Ontario Public Works Act," the Honourable, the Minister of Public Works and Highways gave notice that he desired that the compensation to be made to the owners of the said lands should be determined by The Ontario Railway and Municipal Board:

Now the said The Ontario Railway and Municipal Board having taken upon itself the burden of the arbitration to fix such compensation as aforesaid, and having heard and duly considered all the allegations and evidence of the said respective parties of and concerning the said matters in difference, and so referred as aforesaid, doth make and publish this its award in writing of and concerning the said matters so referred to it, and doth hereby award and direct:

(1) That the Province of Ontario do pay to the said Charlie Noble and Hannah K. Noble, for land taken (.38 acres), and damage resulting from such expropriation beyond any advantage that they may derive from the contemplated work, ... $665.00:

(2) And the Board finds and awards ten per cent. on the amount of its above mentioned award for the compulsory expropriation of the said property, amounting to $66.50;

(3) And the Board finds and awards that interest at the rate of five per cent. per annum on $731.50 from the date of the filing of the plan and description as aforesaid should be paid by the Respondents to the Claimants:

(4) And the Board finds and awards that the said Charlie Noble and Hannah K. Noble shall be paid their costs of the arbitration, and directs that such costs be taxed by the Secretary of the Board on the scale of the Supreme Court of Ontario.

In witness whereof the members of The Ontario Railway and Municipal Board have hereto set their hands and caused to be affixed the seal of the said Board, this 21st day of December, A.D. 1921, at the City of Toronto, in the Province of Ontario.

(Sgd.) D. M. McIntyre,
Chairman,
(Sgd.) A. B. Ingram,
Vice-Chairman,
(Sgd.) J. A Ellis,
Commissioner.

(Seal)

Procedure File 7060.

In the Matter of the complaint, under Section 88 and 107 of "The Ontario Telephone Act, 1918," by the Commissioners for the Telephone System of the Municipality of Euphrasia, (known as The Beaver Valley Municipal Telephone System), that the Municipal Corporation of the Township of Euphrasia is levying charges for telephone service in excess of those authorized.

Nov. 12th. Application filed.

Nov. 30th. Hearing, pursuant to appointment, 10 a.m., Town Hall, Thornbury. Judgment reserved.

Procedure File 7077.

Application by the City of Toronto, under Section 399a of "The Municipal Act," (Section 10, Chap. 63, Ontario Statutes, 1921,) for approval of its By-law No. 8866, establishing a restricted area on either side of Bedford Road, from the rear of properties fronting on north side of Bloor Street to Bernard Avenue.

Nov. 19th. Application and copies of By-law filed.

Dec. 5th. Hearing, pursuant to appointment, 10.30 a.m. to 10.45 a.m. Application granted.

Procedure File 7078.

Application by the City of Toronto, under Section 399a of "The Municipal Act," (Section 10, Chap. 63, Ontario Statutes, 1921,) for approval of its By-law No. 8867, establishing a restricted area on either side of Bernard Avenue, between Avenue Road and Bedford Road.

Nov. 19th. Application and copies of By-law filed.

Dec. 5th. Hearing, pursuant to appointment, 10.30 a.m.; 10.50 to 11 a.m. Adjourned *sine die* pending reconsideration by City Council. Notice of next hearing to be given in same way as notice of this hearing.

Procedure File 7079.

Application by the City of Toronto, under Section 399a of "The Municipal Act," (Section 10, Chap. 63, Ontario Statutes, 1921,) for approval of its By-law No. 8868, establishing a restricted area on either side of Lowther Avenue, from rear of properties fronting on west side of Avenue Road to St. George Street.

Nov. 19th. Application and copies of By-law filed.

Dec. 5th. Hearing, pursuant to appointment, 10.30 a.m.; 10.45 to 10.50 a.m. Application granted.

Procedure File 7091.

In the Matter of the Petition of Wm. McAdoo, et al., under Section 9 of "The Local Improvement Act," against the construction of an asphalt pavement on Holland Avenue (East end), in the City of Ottawa.

Nov. 26th. Petition filed.

Dec. 23rd. Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, City Hall, Ottawa. Adjourned *sine die*.

Procedure File 7106.

In the Matter of the Petition of Alex. Dynes and others, under Section 9 of "The Local Improvement Act," against the construction of a pavement on Holland Avenue, between Tyndall and Carling Avenues, in the City of Ottawa.

Dec. 1st. Petition filed.

Dec. 30th. Hearing, pursuant to appointment, 10 a.m., Council Chamber, City Hall, Ottawa. Local Improvement Report withdrawn by City.

Procedure File 7107.

In the Matter of the Petition of M. A. Gleason, and others, under Section 9 of "The Local Improvement Act," against the construction of an asphalt pavement on Armstrong Street, between Holland Avenue and Parkdale, in the City of Ottawa.

Dec. 1st. Petition filed.

Dec. 16th. Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, City Hall, Ottawa.

Dec. 23rd. Hearing continued, 10 a.m., City Hall, Ottawa.

Dec. 28th. Mr. Commissioner Ellis' Report filed, recommending Petition be dismissed.

Report of Mr. Commissioner Ellis

The evidence given on behalf of the City was to the effect that the present macadam road is in very bad condition, that there is a poor foundation and that even if an asphalt pavement was not constructed, a new macadam road should be constructed as a local improvement. It was, however, urged by the City that on account of the traffic and its situation, it was desirable to construct an asphalt pavement.

Under the circumstances I recommend that the petition be dismissed.

(Sgd.) J. A. Ellis,
Commissioner.

Toronto, December 28th, 1921.

LIST OF APPLICATIONS IN RESPECT OF PROVINCIAL RAILWAYS DURING 1921

	Procedure File No.	Plan No
Albert, James & Louisa Streets Loop, see Toronto Transportation Commission....		
Bowden Lumber Company, approval plan of siding on Yonge St., near Lansing by Toronto & York Radial Railway Company	6785	
Buffalo & Fort Erie Ferry & Railway Company, complaint of Leslie Kinsman re Boilers	7015	
Canadian Freight Classification No. 16, (Supplement No. 16)	4170	
Canadian Freight Classification No. 16, (Supplement No. 17)	4170	
Canadian Freight Classification No. 16, (Supplement No. 18)	4170	
Canadian Freight Classification No. 16, (Supplement No. 19)	4170	
Freight (Canadian Classification No. 16), (Supplement No. 16)	4170	
Fort William, approval By-lay 2103, Increase in Street Railway fares	6889	
Fort William, approval plan etc. of Chippewa Park extension of Street Railway....	6898	326
Freight (Canadian Classification No. 16), Supplement No. 17)	4170	
Fort William, approval operation of one-man car in 3 different routes on its Railway (shown on plan filed)	7024	341
Fort William, approval proposed re-location of Street Railway tracks over Kaministiquia River, (G. T. R.) Bridge	7025	
Fort William, spur track from existing industrial spur to Plymouth Cordage Company Plant, crossing Mountain Avenue	7059	345
Freight, (Canadian Classification No. 16), (Supplement No. 18)	4170	
Freight (Canadian Classification No. 16), (Supplement No. 19)	4170	
Grand Trunk Railway, approval proposed renewal of bridge at Main Street, Toronto	6603	343
Gillespie, William, petition for order requiring Toronto & York Radial Railway to construct a crossing over their private right-of way in Township Scarboro..	6884	327
Hydro-Electric Power Commissioners, approval cement road, temporary crossing H. E. P. C. Canal, Township Stamford	6626	323
Hamilton (City of) vs Hamilton Street Railway Company, for mileage on track extensions	6894	
See P. F.	5529	
Hamilton Street Railway Company, Hamilton vs, for mileage on track extensions..	6894	
See, P. F.	5529	
Hamilton vs Hamilton Street Railway Company, repair of tracks	7049	
Hamilton vs Hamilton & Dundas Street Railway Company, repair of tracks	7050	
Hamilton Street Railway Company, Hamilton vs, repair of tracks	7049	
Hamilton & Dundas Street Railway Company, Hamilton vs, repair of tracks	7050	
Hamilton Street Railway Company, approval By-law 32, amending By-law 29 to regulate travel on cars	7066	
Hamilton & Dundas Street Railway Company, approval By-law 15, amending By-law 11, to regulate travel on cars	7067	
Hamilton, Grimsby & Beamsville Electric Railway, approval By-law 72, amending By-law 66 to regulate travel on cars	7068	
International Transit Company, approval One-Man P. A. Y. E. car	7152	350
Johns, Charles, approval of as examiner of Motormen, St. Thomas Street Railway.	6703	
Kitchener & Waterloo Railway, approval "Y" Extension to old Grand River Railway track	6709	
Kitchener & Waterloo Railway, approval "Silent Policemen."	6795	
Kitchener & Waterloo Railway, approval extension Albert Street to Cedar Grove Avenue, Kitchener	6867	
Kinsman, Leslie, Complaint of re Boilers of "The Buffalo and Fort Erie Ferry & Railway Company	7015	
Kitchener & Waterloo Railway, approval extension from Cedar Grove Avenue to City limits	7118	346
Laforest, L. et al, Mortgage to, of Sudbury-Copper Cliff Suburban Electric Railway	6483	
Loop, Albert, James and Louisa Streets, See Toronto Transportation Commission		
Mackey, J. J. et al, mortgage to of Sudbury-Copper Cliff Suburban Electric Railway	6483	
Nichol, Dr. G. A., See "Sarnia Street Railway Company"		
Northern Light Railway Company, increase in capital stock from $500,000.00 to $2,500,000	6758	
Northern Light Railways Company, approval plan etc. of proposed route of its Railway	6759	325
Oshawa, approval proposed King Street Bridge	6856	344
Peterborough Radial Railway Company, inspection and report	6740	
Port Arthur, City of, approval By-law 1663—Increase in fares	6887	
Sudbury-Copper Cliff Suburban Electric Railway, mortgage to J. J. Mackey & L Laforest	6483	
Sarnia Street Railway Company, approval Dr. G. A. Nichol for Examiner of Motormen as to eyesight generally and particularly color blindness	6537	

	Procedure File No.	Plan No
Stamford, Township of, approval Cement Road temporary crossing H. E. P. C. Canal	6626	323
Sudbury-Copper Cliff Suburban Electric Railway, approval P. A. Y. E. One-Man car	6634	324
St. Thomas Street Railway, approval Charles Johns, as Examiner of Motormen	6703	
Scarboro Township, petition of William Gillespie for order requiring the Toronto & York Railway to construct a crossing over their private right-of-way	6884	
Toronto, approval plan etc. proposed renewal of G. T. R. bridge at Main Street	6603	
Toronto, Status of Transportation Commission	7006	
Toronto Railway Co., approval plan etc. proposed renewal of bridge (G. T. R.) at Main St., Toronto	6603	
Toronto & York Radial Railway Company, approval plan of siding for Bowden Lumber Company on Yonge Street, near Lansing	6785	
Toronto & York Radial Railway Company, approval plan of siding for Loyal True Blue Orange Orphanage Society, on part north half of Lot 53, Township Markham	6821	
Toronto & York Radial Railway Company, petition of William Gillespie for order requiring construction of crossing over private right-of-way in Township Scarboro	6884	327
Toronto Transportation Commission, approval plan and specification for motor car	6760	
Toronto Transportation Commission, approval plan and specification for trailer car	6760	
Toronto Transportation Commission, approval plan, "Y" at Gerrard and Main Streets	6833	
Toronto Transportation Commission, approval plan, "Loop" on Danforth and Luttrell Avenues	6834	
Toronto Transportation Commission, approval plan connections on Coxwell Avenue between Queen Street and Danforth Avenue	6835	
Toronto Transportation Commission, approval plan connections between Toronto Railway and Toronto Civic Railway at Broadview & Danforth Avenues	6836	
Toronto Transportation Commission, approval plan, connection between Toronto Railway & Toronto Civic Railway at Gerrard Street & Greenwood Avenue	6837	
Toronto Transportation Commission, approval plan, extension of present line on Bathurst Street north to St. Clair Avenue	6838	
Toronto Transportation Commission, approval plan loop, Albert, James and Louisa Sts. Toronto	6882	
Toronto Transportation Commission, approval By-law forbidding smoking etc. in cars or on premises of	6901	
Toronto Transportation Commission, approval plan R. 4 R-28 approach to St. Clair Car House on Wychwood Ave	6986	328
Toronto Transportation Commission, approval plan R 4-19 Intersection St. Clair Avenue & Avenue Road	6987	329
Toronto Transportation Commission, approval plan R 4-10 Connection at Danforth & Broadview Avenue between Toronto Railway & Toronto Civic Railway routes	6988	330
Toronto Transportation Commission, approval plan R 4-18, Bloor St. W. extension, Runnymede Road to Jane Street	6989	331
Toronto Transportation Commission, approval plan R 5-13, Connection at Gerrard St. E. & Greenwood Avenue between former Toronto Railway & Civic Railway Routes	6990	332
Toronto Transportation Commission, approval plan R 5-14, Bathurst Street extension—Dupont Street to St. Clair Avenue	6991	333
Toronto Transportation Commission, approval plan R 2 R-12 Coxwell Avenue, extension—Danforth Ave., to Queen St	6992	334
Toronto Transportation Commission, approval plan S 4-70. loop at Danforth and Luttrell Avenues	6993	335
Toronto Transportation Commission, approval plan general specifications for track construction	6995	
Toronto Transportation Commission, approval plan R. 3 R-44 repair work on Bathurst St. Front to Queen St	7001	336
Toronto Transportation Commission, approval plan R. 3 R-45 repair work on Bathurst St., Bloor to Dupont St	7002	337
Toronto Transportation Commission, approval plan R. 3 R-46 repair work on Bathurst St., Dundas to Bloor	7003	338
Toronto Transportation Commission, approval plan R. 2 R-39 repair work on Yonge St., Bloor to Price St	7004	339
Toronto Transportation Commission, approval plan R. 3 R-43 repair work on Yonge St., Front to Carlton	7005	340
Toronto Transportation Commission, status of	7006	
Toronto Transportation Commission, approval plan R. 4 R-17, new track construction Terauley St. between College & Bloor St	7122	340A

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."

(Abbreviation "I.C." means Irregularities Cured.) (Abbreviation "I" means Irregularities not cured

Municipality	No. of By-law.	Purpose	Amount		Procedure File
Alexandria	310 (amended by 352)	Permanent Road Improvements	$20,000 00	(I.C.)	6729
Alexandria	323 (amended by 353)	Hydro-Electric distribution plant	40,000 00	(I.C.)	6730
Alexandria	349 (amended)	Water-works extended	5,000 00	(I.C.)	6787
Alberton, Municipality of	35	Public School purposes	4,000 00	(I.C.)	6813
Anderdon, Township of	655 (Con.)	Local Improvements	20,303 00		7075
Amherstburg, Town of	314 B	High School purposes	75,000 00		7108
Brockville	1268 B	Local Improvements	143,964 00		6430
Brampton	711	Local Improvements	2,379 16		6594
Brampton	718 (Con.)	Local Improvements	3,668 88		6595
Brockville	1279 B	Sewers	30,000 00		6624
Brampton	709	Local Improvements	28,327 66		6631
Brampton	719 (Con.)	Local Improvements	31,034 56		6666
Belleville	1210 (Con.)	Local Improvements	305,464 12	(I.C.)	6705
Brampton	722	Public School	35,000 00	(I.C.)	6718
Blenheim	575	Fire appliances, Etc	10,000 00	(I.C.)	6782
Burlington	438	Local Improvements (sewers)	23,791 72	(I.C.)	6791
Brockville	1289 B	Water mains	20,200 00		6812
Burlington	439	Sewers	23,222 05	(I.C.)	6855
Bowmanville	1029	Confirmation of agreement with Bowmanville Foundry Co. Ltd	20,000 00	(I.C.)	6955
Brockville	1299 B	Bonus to Eugene F. Phillip's Electric Works, Ltd	80,000 00		7090
Chesley	704	Municipal Buildings	6,000 00	(I.C.)	6667
Carleton, County	738	Portion of cost of construction of Provincial Highways	103,000 00		6886
Capreol, Town of	57	Public School purposes	32,000 00		6928
Calvert, Township of	34	Public School purposes, S.S. No. 4	40,000 00	(I.C.)	6969
Chapple, Municipality of	292	Public School Purposes	1,500 00	(I.C.)	6689
Chapple, Municipality of	295	Barwick Consolidated School	15,000 00		7051
Dundas	898	Public School purposes	8,500 00	(I.C.)	6945
Dundas	897	Completion of trunk sewers	45,000 00		7054
Dunnville	15 (1920)	Public School purposes	40,000 00		7062
Dundas	902	Waterworks extension	50,000 00		7155
Eastview, consolidating	375	Local Improvements	11,218 00	(I.C.)	6568
Eastview	377	Local Improvements	13,385 00	(I.C.)	6569
Eastview, consolidating	382	Local Improvements	38,555 00	(I.C.)	6589
Essex Border Utilities Commission	11	Completion of Pumping Station for East & South Intercepter	38,209 60		6600
Eastview	384	Part cost of fire apparatus	2,000 00		6926
Eastview	392	Completion of cost of fire apparatus	1,300 00		6927

East Whitby, Township of	892		Public School Building S.S. No. 10	$8,200	00	(I.C.)	7009
Essex Border Utilities Commission	12		Certain reports on proposed works in Essex Border Municipalities	28,898	44	(I.C.)	7048
Essex Border Utilities Commission	9		Certain sewer connections in Town of Ford City	6,807	98		7168
Eastview, Town of	401		Consolidated local improvement	109,100	00	(I.C.)	7176
Fort Francis	657		Erection of arena, etc	30,000	00	(I.C.)	6655
Ford City	275		Storm water sewers	134,706	97	(I.C.)	7027
Fort William	2114		Technical School purposes	68,750	00	(I.C.)	7153
Gananoque	683		Floating Debt	15,000	00		6940
Gravenhurst	80	P	Sidewalks etc	15,000	00		7113
Galt	1752		Water Mains	3,343	85	(I.)	7146
Gravenhurst	83	P	Grant to National Sanitarium Association Million Dollar Fund	3,000	00	(I.C.)	7154
Hamilton	2422		Public School purposes	205,000	00	(I.C.)	6517
Hamilton	2332		Athletic purposes	150,000	00	(I.C.)	6625
Kenora	774		Electric Light Extension	6,000	00	(I.)	6711
Kingston	19	(1921)	Local Improvements	26,537	79	(I.C.)	6748
Kenora	797		Electric Light Extension	6,000	00	(I.C.)	6711A
Kenora	799		New pumping engines	20,000	00	(I.C.)	6766
Kitchener	1618		Local Improvements (sewers)	24,004	67	(I.C.)	6792
Kitchener	1621		Local Improvements (sewers)	31,553	85	(I.C.)	6793
Kitchener	1619		Local Improvements	69,308	34	(I.C.)	6840
Kingsville	405		Public School purposes	20,000	00	(I.C.)	6846
Kingsville	406		High School purposes	40,000	00	(I.C.)	6847
Kemptville	412		Hydro-Electric Power Distributing Plant	25,000	00	(I.C.)	6954
London, (Consolidated)	6263		Local Improvements	494,043	88	(I.C.)	6452
Listowel	776		Extension, etc. to H. E. Power System	5,000	00		6492
Listowel, (amended by by-laws 796 and 799)	783		Bonus manufacturing motor wheels and accessories	25,000	00	(I.C.)	6879
Lancaster, Township of, (1919) (amended)	8		Permanent road improvement	26,979	40	(I.C.)	7166
Midland	1068		Sewers, Local improvements	14,000	00	(I.C.)	6797
Midland	1073		Sewer, Local improvements	6,200	00		7039
New Toronto, Town of	370		Portion of cost of construction of Toronto Hydro Highway in New Toronto	21,733	93	(I.C.)	6510
Napanee	1125		Dundas Street pavement	96,951	77		7162
Oakville	637		Local Improvements, pavements	38,100	00	(I.C.)	7083
Oakville	638		Local Improvements, sewer	4,000	00	(I.C.)	7084
Ottawa	5015		Purposes of Public School Board	30,000	00		7123
Ottawa	5016		Additions, etc., to Carnegie Library Building	20,000	00		7124
Ottawa	5040		Construction of suburban roads	78,000	00		7125
Ottawa	5049		Local Improvements	80,714	37		7126
Ottawa	5050		Local Improvements	133,162	33		7127
Ottawa	5055		Local Improvements	138,883	01		7128

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."—*Continued*

(Abbreviation "I.C." means Irregularities Cured.) (Abbreviation "I" means Irregularities not Cured.)

Municipality	No. of By-law	Purpose	Amount		Procedure File
Oshawa	1550	Water-works extension	$29,000 00	(I.C.)	7132
Port Colborne	51 (1920) (amended)	School purposes	115,000 00		6178A
Parry Sound	534 (consolidated)	Local Improvements	18,744 64		6477
Point Edward	693 (amended)	Public School purposes	12,000 00	(I.C.)	6500
Point Edward	703 (amended)	Public School purposes	8,000 00	(I.C.)	6502
Point Edward	706 (amended)	Public School purposes	4,000 00	(I.C.)	6504
Port Colborne	64 (1921)	Extension, etc. to H. E. System	12,000 00		6621
Preston	778 (amended)	Water-works extension	31,000 00	(I.C.)	6645
Pembroke	886 (consolidated)	Local Improvements	31,369 90	(I.C.)	6660
Petrolia	1143	To equalize debenture payments	5,000 00		6699A
Port Colborne	67 (1921)	Water-works purposes	33,000 00	(I.C.)	6814
Petrolia	1170	To equalize debenture payments (1921)	5,000 00		7164
Renfrew	970 (consolidated)	Local Improvements	35,351 00	(I.C.)	6429
Rainy River	232	Water-works purposes	9,000 00	(I.C.)	6538
Ridgetown	685	Local Improvements	23,696 00	(I.N.C.)	6562
Renfrew	993	Floating debt	16,000 00		6902
St. Mary's	411 (as amended)	Electric extensions	16,000 00		6407
St. Mary's	416 (as amended)	Water-works extensions	6,000 00		6408
Scarborough, Township of	1026(as amended)	Water-works system	130,000 00		6441
Sarnia	1219(amended)	Local improvements	86,147 68	(I.C.)	6552
Sarnia	1245	Local improvements	65,180 16	(I.C.)	6559
Simcoe	738	Local improvements (sewer)	28,976 00	(I.C.)	6560
Subdury	665	Extension to municipal warehouse	27,000 00		6565
Sudbury	667	Trunk water-main	27,000 00		6566
Sandwich, East, Township of	866	Local improvement pavement	37,080 00	(I.C.)	6614
Sandwich, Town of	974(consolidated)	Local improvement pavement	35,060 58		6619
Sandwich, Town of	975	Public School purposes	5,300 00		6620
Sandwich East	864	Local Improvements	19,941 62	(I.C.)	6627
St. Thomas	2433 (amended)	Extension to gas mains etc	50,000 00	(I.C.)	6643
Sandwich	970(consolidated)	Local Improvements	147,105 48		6658
Scarborough, Township of	1070	Local Improvements	201,477 93		6854
Sandwich	921	Fire Hall	20,000 00		6877
Stamford, Township of	31 (1921)	Local Improvements, sidewalks	17,610 00	(I.C.)	6985
South River	346	Public School purposes	16,500 00		7131
Tisdale	6434	School purposes S. S. No. 2	50,000 00		6434
Timmins	162	Incinerator plant	11,100 00	(I.C.)	6818
Timmins	184	Water-works extensions	37,801 20		6979

Timmins	185		Local Improvements (sewers)	$64,625 00	(I.C.)	6980
Timmins	186		Local Improvements (sidewalks)	11,589 00	(I.C.)	6981
Timmins	187		Sewerage system	22,418 00	(I.C.)	6982
Tilbury	178		Water-works extensions, etc	30,000 00	(I.C.)	6997
Windsor	2625		Asphalt plant	50,000 00	(I.C.)	6539
Whitney, Township of	76		Public School purposes	3,000 00		6545
Walkerville	808		Pavements	100,000 00	(I.C.)	6599
Whitby	1036		Public school	60,000 00	I.C.	6642
Wingham	828		Waterworks purposes	6,500 00	I.C.	6762
Wroxeter	8	(1919)	Sidewalks	5,000 00	I.C.	6103A
Wingham	868		Local Improvements (sewer)	8,400 00	I.C.	7038
Weston	126		Local Improvements (water main)	1,900 00	I.C.	7147
York, Township of	5609		Public School purposes in S.S. No. 7	185,000 00		6788
York, Township of	6091		Public School purposes in S.S. No. 4	7,000 00		7082

LIST OF BY-LAWS APPROVED BY THE BOARD UNDER SUBSECTION 3 OF SECTION 400 OF "THE MUNICIPAL ACT."

Municipality.	No. of By-law		Purpose	Amount	Procedure File
Alexandria	349		Waterworks extension	$5,000 00	6530
Acton	511		Completion of water works	18,000 00	6598
Brampton	715		Waterworks extension	22,500 00	6604
Barrie	1022		Waterworks Machinery	10,000 00	6712
Brantford	1678		Hydro-Electric System	125,000 00	6967
Chatham	1631		Waterworks Extension, etc	80,000 00	6548
Chippewa, Village of	402		Hydro-Electric extension	3,000 00	6615
Clinton	7	(1921)	Waterworks Extension	2,000 00	6649
Durham	755		Extension to Hydro-Electric	7,800 00	6697
Dryden	146		Extension and improvement to Electric Light System	3,500 00	6933
Dundas	897		Completion of Sewage System	45,000 00	6944
Dundas	902		Waterworks extension	50,000 00	7081
Dresden	516		Completion of waterworks	10,000 00	7116
Elmira	457		Waterworks extension	3,000 00	6350
Fort Francis	675		Installation of Pumping Units	14,000 00	6734
Fort Francis	682		Waterworks extension	24,000 00	6996
Galt	1698		Hydro-Electric substation & office building	135,000 00	6779
Galt	1701		Electric equipment for Hydro-Electric substation etc	65,000 00	6779
Galt	1741		Hydro-Electric purposes	200,000 00	6966
Hamilton	2485		Waterworks extension	70,989 00	6677
Kenora	781		New Pumping engines	20,000 00	6680
Kenora	774		Extension Electric Light System	6,000 00	6710
Kenora	797		Extension Electric Light System	6,000 00	6710A
Kenora	799		New Pumping Engines	20,000 00	6680A
Kitchener	1631		Extension to gas works	30,000 00	6896
Kitchener	1642		Waterworks extension	185,000 00	7130
Listowel	776		Extension etc. to Hydro-Electric Power System	5,000 00	6491
Lindsay	1596		Waterworks extension	15,900 00	6593
Milverton, Village of	205		Completion of waterworks system	15,000 00	6637
Mitchell, Town of	83	(1921)	Waterworks extension	1,600 00	6763
Massey, Town of	188		Waterworks extension etc	1,500 00	6890
Mitchell, Town of	90	(1921)	Electric Light extension	5,000 00	6994
Midland, Town of	1075		Waterworks extension	35,000 00	7035
Markdale, Village of	305		Replace dam at pumping station re waterworks system	5,000 00	7072
Niagara Falls	986		Extension to Electric Light Plant	125,000 00	6731
Oil Springs, Village of	2	(1921)	Extension to Hydro-Electric System	8,000 00	6616
Perth	1336		Extension to Hydro-Electric System	59,400 00	6509
Parry Sound	542		Waterworks purposes	15,000 00	6544
Perth	1338		Waterworks extension	24,100 00	6587
Port Colborne	64	(1921)	Extension electrical system	12,000 00	6602
Port Hope	1248		Waterworks extensions	7,600 00	6694

Pembroke	891		Waterworks extensions	11,606 31	6719
Port McNicholl	63		Extensions etc. electrical system	2,300 00	6721
Peterborough	2374		Extension etc. electric light system	50,000 00	7159
St. Thomas	2456		Extensions etc. to Hydro-Electric plant	12,000 00	6737
Smith's Falls	1478		Extensions etc. to Sewer System	10,698 00	6765
Stratford	2615		Completion of trunk sewer	79,000 00	6829
Southampton	697		Waterworks extension	1,500 00	6848
Smith's Falls	1490		Extension to Sewer System	10,698 00	6974
Seaforth	228	(1921)	Waterworks extension	35,000 00	7100
Toronto	8784		Extension and improvements Electric power plant	784,000 00	6874
Timmins	184		Waterworks extension etc.	37,801 20	6963
Toronto	8739		Water Mains	148,000 00	7105
Tottenham	7156		Waterworks extension etc.	15,000 00	7156
Welland	210		Extension etc. to Hydro-Electric System	35,000 00	6440
Walkerville	833		Extension to Hydro-Electric System	35,000 00	6588
Windsor	2636		Extension to Hydro-Electric System	150,000 00	6661
Wingham	854	(1921)	Waterworks Extension	12,000 00	6735
Wingham	872	(1921)	Waterworks Extension	4,000 00	7136

ALPHABETICAL LIST OF APPLICATIONS FILED WITH THE BOARD FOR APPROVAL OF PLANS UNDER "THE LAND TITLES ACT," AS AMENDED.

Name of Owner	Description of Property	Procedure File
Craig, William J.	Approval Block 'C'; parcel No. 630, part plan M. 52-Keewatin	6676
Dickinson, Daniel	Broken Lot 31, Con. XIII, Township Baxter District Muskoka	6516
Hewitt, James	Part Lot 34, Con. 13, Township Baxter	6702
Hughes, Jos. A	Parcel 7109, being part Location S. 527, 3rd Concession of Pellatt	6820
Hurling, H. W.	Parts Lot 39, Con. VII, Township of Wood, Town of Bala	6929
Hould, Charles *et al*	Lot 28, Plan M. 3, Temiskaming	7143
Jacklin, Frederick C.	Part S. 1095, Ingolf District, Kenora	6941
Leonard, Theodule	Part Lot 11, Con. III, Township Farquier, District Temiskaming	7114
Lerous, Alphonse	Lot 45, Plan M. 3, Temiskaming	7144
Mattagami Company, Ltd.	N. W. ¼ of N. ½ of Lot 1, Con. II, Twp. Mountjoy District of Temiskaming	7110
Quenneville, Wilfrid	W. Pt. of Broken Lot 7, Con. 1, Township Gibbons (unorganized)	6892
Wait, Robert	Lot 1, Reg. plan M. 29, Township Mountjoy, District Temiskaming	6903

ALPHABETICAL LIST OF APPLICATIONS FILED WITH THE BOARD FOR APPROVAL OF PLANS UNDER "THE PLANNING AND DEVELOPMENT ACT"

Name of Owner	Description of Property	Procedure File
Allen, Thurman J.	Farm Lot 79, Con. III, Township Sandwich W.	6542
Anderson, Sophia	Lots 4 to 19, (inclusive) Reg. Plan 108; Pt. Block "9" Reg. Plan 79, and Pt. Lot 5, Reg. plan 64, City of St. Catharines	6579
Awrey, E. C. *et al*	Part Lot 6, B. F. Con. Township Mersea	6739
Athol, W. G. *et al*	Part Tp. Lot 26, B. F. Con. L. E., Tp. Bertie and re-subdivision of Lots 243 to 262 and Lots 266 & 267, Plan No. 62 of said Tp. now in Village of Crystal Beach	6767
Blakey, A.	Formerly Farm Lot No. 21 Con. 1, Tp. Kingston now in City of Kingston	6450
Bruder, Charles J.	Part Lot 17, German Co. Track, City of Kitchener	6635
Bourke, Joseph M. *et al*	Part Lot 40, Con. XVII, Tp. Ferris	6644
Bateman, George Arthur	Lot 7, being Pt. Farm Lots 22 & 23 Con. 1 City of Kingston	6686
Beattie, Virginie C. E. (Estate of)	Lot 33, Reg. plan 288, City of London	6817
Buchanan, R. K. *et al*	Part Lot 49, Con. 1, Tp. Colchester South	6891
Boyd, Norman Selby	Part Lot 14, Con. 9, Tp. North Gwillimbury	7008
Ballard, Herbert, *et al*	Part block 9, Reg. plan 35, Niagara Falls	7111
Canada Starch Co., Ltd.	Part Lot 4, Con. 1, Tp. Edwardsburg, Village of Cardinal	6428
Crystal Beach, Village of	Consolidated Corporation plan of	6738
Cleaver, E. H.	Part Lots 15 & 16 & Pt. original road allowance, Con. III, S. D. S. Tp. Trafalgar, now in Town of Oakville	6932
Chartered Trust & Executor Co.	Part Lot 11, Broken Front Con. Tp. York	7000
Carter, A. J.	Part farm Lot 27, B. F. Con. Western Division Tp. Gosfield South, Co. Essex	7016
Conklin, Wm. T. and Michael G. Brethour	Part Lots 4 & 5, Con. 1, Western Division, Tp. Gosfield South, Co. Essex	7023
Donlon, Charles	See "Eugene Fields *et al*"	
Drohan, Margaret	Pt. Lots 180 & 181 and road allowance, Range B. North, and Part Lot 181, Range B, South, Part Village of Barry's Bay, Township Sherwood	6893
Drouillard, Joseph	Part Lot 129, Con. 1, Tp. Sandwich East, Town of Riverside	7007
Eberhardt, Chas.	Part Broken Lot 21, Con. XI, Tp. Flos	6895
Edwards, Jno. *et al*	Proposed re-division of parts registered plans 945 & 638 (York) Toronto	7017

Name of Owner	Description of Property	Property File
Fraser, Jas	Grigg Location Reg. Parcel 4700, Dist Kenora	6563
Folker, Arnold F. *et al*	Park Lot 6, Reg. plan 54 Town of Sandwich	6657
Fales, Jas W. *et al*	Lot "C" & Part Lots A & B Reg. plan 315 Windsor	6685
Feik, Henry *et al*	(See Horman, Wm.) Lot 35 & part Lot 20, Con. 5, Village of Tavistock	6698
Fittings, Ltd	Amended plan of Reg. Plan 145, Town of Oshawa (Relocation of Eulalie Ave. & Drew St.)	6744
Foster, John W	Part Lot 25, Eagles Nest Tract, Tp. Brantford	6865
Fields, Eugene *et al*	Approval Plan, Part Lots 2 & 3, Plan 56, farm Lot 63, Con. 3, part Farm Lot 64, & Farm Lot 65, Con. 3, Tp. Sandwich West, Co. Essex	6878
Fields, Victor	See "Eugene Fields *et al.*"	
Ferris, Forest H	Block "B" Reg. Plan 772, in Part Farm Lot 72, Con. 1, Tp. Colchester South, Co. Essex	7071
Hickey, Margaret L	Part north half of Lot "G", Con. "C" Rideau Front, Tp. Nepean-Ottawa	6426
Hallowell, Robt. Jno	Lots 3 & 4 Reg. plan 297, Tp. York	6633
Hughes, Wm. A. *et al*	Part Farm Lot 87, City of Windsor	6638
Horrop, Fred	Part North ½, Lot 2, Con IV, Tp. Calvert	6664
Howe, Fred	Part Lot 18, Con. "A", Tp. North Dorchester	6683
Horman, Wm. *et al*	Lot No. 35 & Part Lot 20, Con. 5, Tavistock	6698
Hendershot, C. W	Part Block 3, Reg. Plan 424 in Part Farm Lot 2, Con. 1, E. D. Tp. Gosfield South (Co. Essex)	6752
Hutson, J. T. *et al*	Block "A", Reg. Plan 1252 (York) and part Lot 1, Range 3, Kingsmill Reserve, Tp. Etobicoke	6757
Holst, Otto	Easterly pt. of Location S. 792 on east side of Winnipeg River and east of Minaki Station, District of Kenora	7028
Hoover, Joshua B	Part Lots 16 & 17 Con. IX, Tp. Whitechurch, Co. York	7061
Johnston, T. L	Lots 11 & 12, Reg. plan 56 in Farm Lot 63, Con. II, Tp. Sandwich West, Co. Essex	6596
Jones, Franklin B	Lots 42 & 43, Pelee Island, Tp. Pelee Co. Essex	6950
Jarvis, Thos. R	Part Lot 30, Con. 1. Tp. Vaughan, Co. York	7018
Johnston, Wesley S	Part Lot 17, Con II, Tp. North Gwillimbury, Co. York	7157
Ker, Robt	See "Watts, Mary"	
Kerby, Frederick C	See "Fales, James W."	
Knapsman, Henry K	"Sand Beach Survey" Burlington Beach, Tp. Saltfleet Co. Wentworth	7134
Lindsay, James T	See "Bourke Joseph M"	
Lundy, J. O	Part Lot 97, Con. 1 Tp. Sandwich East	6727
Levin, Eli	South part lot 15, Reg. plan 58, Tp. Sandwich W	6796
Lafleche, Alex	Part Lot 12, Con. I Tp. of Cornwall	6984
Mulligan, H. P. and M. E.	See "Bourke, Joseph M."	
Miller, Frederick H. & Edwin T	Part Lot 11, Plan 494, Tp. York	6949
Moodie, Jno	"Ashford Place" part of block bounded by Main, Blake, Maple & Springer Ave., City of Hamilton	6951
Maison, Edmund R. *et al*	Part Farm Lot 128, Tp. Sandwich E. now Town of Riverside	7047
McKay, Wm	Lot 10, Plan 460 Block, A. E. F. & G. Plan 1223, and Lot 9, Plan 297, Tp. York	6597
McNab, Jos. Wm	Plan 1100 (being part Lot 20, Cons. B & C) Block K, Plan 1098; Part Lot 21, Cons. B. & C. and lots 20 & 21, Tp. Scarboro. Co. York	6786
McKittrick Properties, Ltd.	Part Gore of Ancaster, City of Hamilton	6850
McKittrick Properties, Ltd	"Paisley Gardens"—being part Gore of Ancaster and part Lot 21, Con. III, Tp. Barton, now in City of Hamilton	7086
Northern Life Assurance Corporation of London, Ont	Part Block "B", Reg. plan 1211, Tp. York	6904
Newman, Mrs. Bessie M	Part Mill Farm, parts Lots 38 to 43 inclusive, 1st Con. Tp. Sandwich West, Co. Essex	7021
Osterhout, Peter *et al*	See "Hughes Wm."	6638
Ontario Brick Paving Co	Part Lot 9, Range 2, Kingsmill Reserve and part Reg. plan 1615, York Co. Tp. Etobicoke	6849
O'Brien, Julia L	See "Eugene Fields *et al*"	
Page, Hubert	Part Lot 21, Con. 1, East of Yonge St. Tp. York	6662
Pugh, Mary E	N. W ¼, Lot 7, Con. III, Tp. Mornington, Village of Milverton	6612
Paton, Anna W	Part Lot 19, Lake Con. Tp. N. Gwillimbury	6704

ALPHABETICAL LIST OF APPLICATIONS FILED WITH THE BOARD FOR APPROVAL OF PLANS UNDER "THE PLANNING AND DEVELOPMENT ACT".—*Continued.*

Name of Owner	Description of Property	Procedure File
Purdy, Wm.	Part Lot 3, Con.3, Tp. N.G willimbury, Co. York	6857
Pratt O.	See. "Eugene Fields *et al*"	
Page, Herbert.	Part Lot 21, Con. 1, East of Yonge St. Tp. York	7014
Royal Trust Co.	Part Lots 12 & 13 etc. Con. 8, Tp. Grantham, Town of Merritton	6828
Robertson Jas. W.	E. ½ Lot 12, Con. Tp. Veruban.	6842
Relstock, John E.	Part Lot 27 broken Front Concession Lake Erie, Tp. Bertie, Co. Welland	6862
Robinson, Oliver, *et al*	Part Lot letter "I" Con. "A" (R. F.) Tp. Nepean west of macadamized Rd	7133
Sanders, Norman	Part Lot 6, Con. 1, Tp. East Whitby	6578
Stratford, Housing Company Ltd.	Lots 1 to 9 inclusive, E. J. Jarvis Survey & Lots 11 to 18 (inclusive) P. R. Jarvis' Survey of parts Lot 45, Con. 1, Tp. North Easthope, now in City of Stratford	6580
Stanbury, Edward	Part Lot 16, Con. 3, South of Dundas St., Tp. Trafalgar, now in town of Oakville	7022
Shafer, Homer R.	Re Subdivision of "Marlborough Park" Reg. plan 673, Town of Sandwich	7092
Trompour, Peter B.	North ½ Lot 43, Con. I. E. of Yonge St. Tp. Markham	6914
Victor Realty Co. Ltd.	Part Lot 16, 17, 18 & 19 South of Cameron St. (Reg. plan No. 133) City of Ottawa	6567
Watts, Mary, *et al*	Part Lots P. & Q. on North side of West Mills St. in City of Brantford	6453
Wride, Wm. C. and Josie	Approval plan Lake View Park—County Club, Part Lot 7, First or Front Concession, Tp. Gosfield South Co. Essex	6876
Walker & Sons, Ltd.	Approval plan, Part Farm Lot 98 (Mchiff's Survey) (formerly) 1st Con. Tp. Sandwich East, Town of Ford City	6880
York Tp.	See "Hallowell, Robt. Jno."	

APPROVAL OF DEEDS AND MORTGAGES UNDER SECTION II OF "THE PLANNING AND DEVELOPMENT ACT."

Parties	Description of Property	Procedure File
Baker, Myrtle Lena	See "Herrick, Grace"	
Herrick, Grace to Myrtle Lena Baker	Deed Part Lot 86 north on Talbot Road East, Tp. Malahide	6610
Harp, Chas. E.	See "Owens, Annie C."	
Harp. Chas. E. *et al*	Mortgage, Part Lot 88, on Talbot Rd. Tp. Malahide, to Bianca	6611
Harp, Bianca *et al*	Mortgage See "Harp, Chas. E"	
Harp, Bianca *et al*	Quit Claim to Chas. E. Harp	6611
Harp, Chas	See "Harp, Bianca"	
Harp, Geo. E. (Estate of Jos. Harp)	Conveyance to Bianca Harp	6611
Harp, Bianca	Conveyance, See "Harp, Geo. E."	6611
Harp, Geo. E.	Conveyance to Annie C. Owens	6611
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(sec. 288 (9) of "The Municipal Act.")

			Amounts	Procedure File
Belleville (G. W. V. A.)	2115	Home of Returned Soldiers	$10,000 00	6448
Brantford	1599	(amended) Hospital Improvements	185,000 00	6671
Brantford	1600	(amended) "Lorne" Bridge	211,000 00	6673
Brampton	718	Local Improvements	3,668 88	6747
Peterborough	1906	(amended) Electric substations, etc.	50,000 00	6753
Belleville	2115	Home of Returned Soldiers	10,000 00	6448A
Parry Sound	509	(Series "B") Hydraulic Development	15,500 00	6934
Guelph	1150	School Site	5,300 00	7145
Weston	86	Water-works extension	4,000 00	7148
Lancaster....(8)	1919	Permanent road improvements	10,937 21	7167

EXTENSION OF TIME TO PASS BY-LAWS

ss 5 of sec. 280 of "The Municipal Act" as enacted by sec. 7, chap. 33 O. S. 1914.

Municipality	By-law No.	Purpose	Amounts	Procedure File
Walkerville	808	Pavements	100,000 00	6570
York, Township of.	4637	Hydro-Electric Power plant	200,000 00	6628
Fort Francis	656	High School site and buildings	83,750 00	6681
Fort Francis	657	Erection of Arena	30,000 00	6682
Wroxeter	8 of 1919	Sidewalks	5,000 00	6687
Alexandria	310	Permanent road improvements	20,000 00	6706
Alexandria	323	Hydro-Electric Power Distributing Plant	40,000 00	6707
Wingham	828 (1920)	Water-works extension	6,500 00	6722

HIGHWAYS, NARROW

Section 479 of "The Municipal Act as re-enacted by Section 20 of the Municipal Amendment Act 1914."

	Procedure File
Osgoode, Township of—Opening of highways at width of 40 ft. through north half of Lot 30, Concession 1	6437
Barton, Township of—Approval By-law 1183, extension of Crockett Street at width of 50 feet—extension of E. 35th St. at width of 60 feet	6543
Burford, Township of—Approval By-law 905—Establishment of Creighton Street at width of 50 feet	6669
Westport, Village of—Opening of new roadway at width of 40 feet under By-law 115	6736
Greenoch, Township of—Establishment of highway across Lot 7, Concession 1, south of the "Durham Road" at width of 33 feet	6942
Hamilton, City of—Opening up and extension of Cottage Avenue from present southerly terminus to Orchard Hill, at width of 50 feet	7088

HIGHWAYS— (Provincial) APPORTIONMENT OF COST.

Sec. 12 (8) Chap. 16, 1917 (Ont.)

	Procedure File
Township of Lochiel, *et al* vs Ontario Department of Highways *et al*, St. Lawrence River Highway	6906
County Frontenac vs Township Bedford, *et al*—Provincial Highway in Townships Kingston and Pittsburg (for 1920)	7141

INTEREST INCREASE BY-LAWS

Approval under sec. 291 of "THE MUNICIPAL ACT"

Municipality	Debenture By-law	Purpose	Interest Increase By-law	Rate	Amount	Procedure File
					$ c	
Port Dalhousie	400	Waterworks system	416	6–6½%	120,000 00	6464
Point Edward	693	Public School purposes	710	6–7%	12,000 00	6499
Point Edward	703	Public School purposes	711	6–7%	8,000 00	6501
Point Edward	706	Public School purposes	712	6–7%	4,000 00	6503
Grantham	350	Local Improvement waterworks supply	372	5½–6½	9,542 77	6522
Smith's Falls	1460	Local Improvement.	1461	6–6½	9,204 35	6535
Guelph	1465	Waterworks extension	1532	5½–6%	125,000 00	6541
Teeswater (1919)	11	Hydro-Electric Power Plant 6	(1921)	5½–6½	22,000 00	6613
Whitby	1036	Public School	1080	5½–6½	60,000 00	6614
Wingham	817	Hydro-Electric Power Plant	853	5½–6½	40,000 00	6646
Sarnia	1194	Housing Purposes and	1204 1263	6–6½%	200,000 00	6654
Brantford	1599	Hospital Improvements	1673	5½–6%	185,000 00	6670
Brantford	1600	Lorne "Bridge"	1674	5½–6%	211,000 00	6672
Sturgeon Falls	448	Sidewalks	456	6–7%	35,000 00	6806
Sturgeon Falls	449	Sewers	457	6–7%	8,500 00	6807
Sturgeon Falls	450	Sewers	458	6–7%	83,000 00	6808
Sturgeon Falls	451	Sewers	459	6–7%	91,500 00	6809
Courtright, Village of	3(1921)	Waterworks construction	6 (1921)	6–7%	30,000 00	6899
Cache Bay	187	Sidewalks	199	6–7%	15,000 00	6943
Peterborough	2227	Land for Public Park	2359	5½–6¼	33,000 00	6972
Merritton, Town of	320	Public Recreation grounds	340	5½–6½	6,000 00	6998
Merritton, Town of	321	Highway Improvement	339	5½–6½	10,000 00	6999
Brampton	722	Public School purposes	727	6–6½%	35,000 00	7087

LEGISLATION (SPECIAL) APPROVAL OF BY-LAWS UNDER

	Procedure File
Essex Border Utilities Commission—Approval By-law No. 11—$38,209.60 for completion of Trunk Sewers, East and South Intercepters—under 6 George V, Chap. 98 (Ont.) and amendments	6540
Peterboro—Approval waterworks By-law 2339—$10,000.00	6690
Petrolia—Approval By-law 1143—$5,000.00 to equalize debenture payments	6699
Goodyear Tire & Rubber Company of Canada, Ltd.—Application for Certificate under Chapter 138, Ontario Statutes 1921	6716
City Gas Company of London—Valuation of—sec. 4 *et al seq.* Chap. 98, Ontario Statutes 1921	6909
Township York vs. City of Toronto—Sewer connetions under sec. 6, Chap. 110 Ontario Statutes 1919, P.342	6959
Kingston, City of—Appeal re Provincial Suburban Area	6971
Stratford, City of—Appeal re Provincial Suburban Area	7064
St. Thomas, City of—Appeal re Provincial Suburban Area	7065
Hamilton, City of—Appeal re Provincial Suburban Area	7074
Petrolia, Town of—Approval By-law 1170, to equalize debenture payments (1921)	7163

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Approval of By-laws—sec. 18a of "The Local Improvement Act."	Procedure File
Guelph—Approval By-law No.—abandoning part of work authorized by By-law No. 1428	6907
Kingston—Approval By-law 35 (1921) abandoning part of work authorized by By-law 32 (1921)	6968

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Sec. 9—Local Improvement Act.	Procedure File
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Galt—Petition Alfred O. Kinsman *et. al.*, against construction of pavement on Marion Way	6640
Galt—Petition Alfred O. Kinsman *et al.*, against construction of 6′ concrete sidewalk, north-westerly side Marion Way	6640A
Galt—Petition Alfred O. Kinsman *et al.*, against construction of 4′ concrete sidewalk, north easterly side Marion Way	6640B
Galt—Petition Canadian Pacific Railway Company against construction cement sidewalk south side Samuelson St.	6688
Ottawa—Petition Pierre, Poirier *et al.*, resurfacing Cathcart St	6789
Ottawa—Petition, C. H. Cochrane & Company *et al.*, resurfacing Wellington St	6790
Ottawa—Petition, Mrs. J. Headley *et al.*, sidewalk, Echo Drive	6794
Hamilton—Petition, (James Dunlop *et al*) (George G. Carscallin *et al*) laying out of Mountain Boulevard	6853
Galt—Petition, Thomas C. Dorner *et al.*, against construction concrete pavement, Main St. Galt	6875
Ottawa—Petition W. E. Eaton *et al.*, against sidewalk Warren Ave. Ottawa	6881
Ottawa—Petition, Walter Wells *et al.*, against opening the continuation of Oblate Avenue through Patterson property from Main St. to Echo Drive	6885
Ottawa—Petition, Gatineau Company, Ltd. against concrete pavement, Sussex St. between Cumberland and Stanley Avenue	6888
Ottawa—Petition, C. H. Cochrane & Co., Ltd. *et al.*, against resurfacing Wellington St.	6897
Ottawa—Petition, J. R. Booth, Ltd., against pavement on Booth St	6952
Ottawa—Petition, (Mrs.) E. D. Story *et al.*, against 5′ concrete sidewalk, Ladouceur St.	6953
Ottawa—Petition, E. A. Sherwood, against concrete sidewalk Laurier Avenue N	6956
Belleville—Petition W. N. Ponton *et al.*, against sewer re south side Dundas St	6973
Ottawa— Petition, E. A. Stott *et al.*, against sidewalk on north side Burnside Ave	6975
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Toronto, City of	8880	Restricted area on Lowther Ave., (St. George St. to Brunswick Ave.)	7040
Toronto, City of	8866	Restricted Area on Bedford Road	7077
Toronto, City of	8867	Restricted area on Bernard Ave	7078
Toronto, City of	8868	Restricted area on Lowther Ave., (Avenue Road to St. George St.)	7079

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Hamilton—Approval By-law No. 14 (Revised of 1910) & 2461	6549

LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT".

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	A	
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Addington Telephone Company, Ltd	Approval By-law 633 of Township of Portland granting use of Highways to	6514
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Ahmic Telephone Company, Ltd	Price for purchase of certain plant & equipment by McKellar Municipal Telephone System	6584
Assigniac, Township of	Approval agreement for sale to, of certain telephone plant etc. of Manitoulin & North Shore Telephone & Telegraph Company Ltd.	6773
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Ahmic Telephone Company, Ltd	Approval sale of certain plant etc. to E. C. Bennett	6939
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Allan, Township of (Unorganized.)	Use of Highways of by Ice Lake Telephone Company, Ltd	7115
	B	
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Brougham & Gratton Telephone Company Ltd.	Increased charges	6495
Bathurst, Township of	Approval By-law 987, use of Highways to the Scotch Line Telephone Company, Ltd	6508
Bond, (Unorganized) Township of	Use of Highways to the Shillington Telephone Company, Ltd	6527
Burgess N	Approval By-law 683, use of Highways to the Scotch Line & Stanleyville Telephone Company, Ltd	6555
Burgessville Telephone Company, Ltd	Increased charges	6629
Blyth Municipal Telephone System	Approval Village Blyth, By-law 5 to regulate management & operation of system	6630
Belmont & Methuen, United Townships of	Approval By-law 625, use of Highways to The Belmont Independent Telephone Company, Ltd.	6751
Belmont Independent Telephone Company, Ltd	Approval By-law 625, United Township of Belmont & Methuen, use of Highways to	6751
Belmont Independent Telephone Company, Ltd	Increased charges	6755
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Bromley Line Telephone Company, Ltd	Approval By-law 267, Township Westmeath granting use of certain Highways	6784
Brown, F. E. (B. D. & H. Telephone Company)	Approval agreement for interchange of telephone service with Manly Foster	6851
Bromley Township	Approval By-law 314, granting use of certain highways to Hyndford-Douglas Telephone Association, Ltd	6872

LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT"—*Continued*

		Procedure File
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Blyth Municipal Telephone System	Increased charges	6964
Bathurst, Township of	Approval By-law 961, use of highways to the Perth & Christies Lake Telephone Company, Ltd.	7030
Beaver Municipal Telephone System vs. Township Euphrasia	Complaint re excess charges for telephone service	7060
Beeton Telephone Company, Ltd	Expenditure of portion of Depreciation Reserve on new construction	7070
Burgessville Telephone Company Ltd	Purchase price of plant etc. by Municipality of North Norwich	7093
Brigham Telephone System	Sale to Hyman Suroff	7161
Brigham, Mary	Agreement for sale of Brigham Telephone System to Hyman Suroff	7161
Benn, Ira Leslie	Approval of sale of "Long Lake Telephone System" to Edward Barber	7175
Barber, Edward	Approval of sale to, by Ira Leslie Benn of "Long Lake Telephone System"	7175

C

Coote, Hunter M. *et al.*	vs. Commissioners for telephone system of Municipality of Wellesley and the Union Telephone Company, Ltd, interchange of service between telephone systems of Respondents	6413
Consolidated Telephone Company, Ltd	Purchase by Township Erin of portion of Company's Telephone plant & equipment located in Townships Erin, East Garafraxa and Eramosa and Village of Erin	6436
Carscallen Telephone System	(See "Carscallen, H. A.")	
Carscallen, H. A.	Approval of Agreement for sale to Walter Redden of the Tamworth Division of "The Carscallen Telephone System"	6484
Carscallen, H. A.	Approval of Agreement for sale to W. H. Wagner *et al.*, of the Enterprise Division of "The Carscallen Telephone System."	6485
Coldwater Municipal Telephone System	Approval By-law No. 1-rules and regulations governing operation of a telephone system	6486
Camden, Township of	Approval By-law 350, use of highways to the Addington Telephone Company, Ltd	6515
Currie, (Unorganized) Township of	Use of highways to the Shillington Telephone Company, Ltd.	6524
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Centre Road Telephone Company, Ltd	Approval By-law No. 19, Township of Sydenham, use of highways to	6529
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Cavan Rural Telephone Company, Ltd	Increased charges	6639
Caradoc-EkfridTelephone Company	Increased charges	6714
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Coulson-Jarratt Telephone Company Ltd.	Approval By-law 1398, County Simcoe, use of certain highways to	6816

LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT"—*Continued*

		Procedure File
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Coldwater, Village of	Approval Agreement with Township Medonte for interchange	6852
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Caledon, Township	Rescinding of Board's authorization for removal of William White's name from petition for establishing telephone system	6870
Chatsworth Rural Telephone Company, Ltd	Re-installation charge	6918
Carlow, Township of	Approval By-law 133, establishment of telephone system	6923
Caledon, Township of	Extension debenture issue period under By-law for establishing Municipal Telephone System	6938
Chamberlain, M. H	Sale of undertaking to buy Parkhill Rural Telephone Company, Ltd	7149

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Drummond, Township of	Approval By-law 296, use of highways to the Drummond Centre Telephone Company, Ltd	6435
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Daoust, Wm. & A. Telephone System	Increased charges	6494
Dover, Commissioners for telephone system of Municipality of	Approval By-law No. 1 to regulate management & operation of telephone system	6526
Dunnville Consolidated Telephone Company Ltd	Authority to expend portion of Depreciation Reserve on new construction	6732
Dungannon, Township of	Approval By-law No. 28, establishment of telephone system	6800
Derby, Township of	Approval By-law No. 13 (1920) use of highways to the Spey River Telephone Company, Ltd	6804
Drummond Centre Telephone Company, Ltd	Approval of Constitution & By-laws regulating	6826
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Drummond Centre Telephone Company, Ltd	Approval Constitution & By-laws for government of	7031
Dunnville Consolidated Telephone Company, Ltd	Re-installation charge	7055
Dungannon, Township of	Purchase of certain plant & equipment from The People's Telegraph & Telephone Company, Ltd	7140

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Ernst, J. P	Increased charges for telephone service	6417
Erin, Township of	Purchase of plant etc. of Consolidated Telephone Company located in Townships Erin, East Garafraxa and Eramosa and in Village of Erin	6436
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Enterprise Telephone System, Ltd	Approval By-law 517, Township Camden, use of highways to	6607
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East Middlesex Telephone Company	Increased charges	6652
Emily, Township of	Approval By-law 487, extensions to Telephone System	6805
East Middlesex Telephone Company, Ltd.	Right to use pin space on poles of telephone system operated by George R. Mills in Township of West Nissouri	6825
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East Middlesex Telephone Company, Ltd.	William E. Warwick *et al.*, vs. terms of telephone service	7099
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Grey, County of	Approval By-law 938, use of highways to Zion & Wellesley Telephone Company, Ltd	6467
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LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT."—*Continued*

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Grattan, Township of	Approval By-law 287, use of highways to the Gratton No. 7, Telephone Company, Ltd.	6925
Grattan No. 7, Telephone Company, Ltd.	Approval By-law 287 Township Grattan, use of highways to	6925
Gore, G. Telephone Company, Ltd	Increased charges	7094

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Horton, McNab Telephone Company, Ltd	Increased charges	6462
Head Lake Telephone Company, Ltd	Agreement for interchange of service with the Norland Independent Telephone Company, Ltd.	6513
Houghton & Bayham Telephone Company, Ltd.	South Norfolk Telephone Company Ltd. vs. terms for interchange of service	6574
Hodgins, Thos D., *et al*	vs. United Telephone Company, Ltd. telephone service	6575
Huron & Kinloss Municipal Telephone System	Replacement of cable etc	6583
Hinchenbrooke Township of	Approval By-law No. use of highways to the Verona & Frontenac Telephone Company	6609
Houghton & Bayham Telephone Company, Ltd.	South Norfolk Telephone Company, Ltd. approval agreement with for interchange of service	6715
Hyndford-Douglas Telephone Association, Ltd.	Use of certain highways in Township Grattan (By-law 278)	6754
Howland, Township of	Approval agreement, for sale to of certain telephone plant etc. of Manitoulin North Shore Telephone and Telegraph Company	6772
Hilliard, Township of	Approval agreement for interchange of service with Temiskaming & Northern Ontario Railway Commission	6781
Hyndford-Douglas Telephone Association, Ltd.	Approval By-law 314, Township Bromley, granting use of certain highways to	6872
Hay, Township of	Approval By-law 12 (1921) extensions to Municipal Telephone System	6922
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Ice Lake Telephone Company, Ltd	Approval By-law 168, Township Gordon, use of highways to	6663
Ingersoll Telephone Company, Ltd.	Increased charges	6743
Ingersoll Telephone Company, Ltd.	Issue of additional capital stock	6749
Ice Lake Telephone Company, Ltd.	Use of highways in unorganized Township of Allan	7115

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Kinloss, Township of	Approval By-law No. 1 granting use of highways to the Lucknow & Kinloss Telephone Company, Ltd.	6506
Korah, Township of	Approval By-law 198, use of highways to Northern Telephone Company	6774
Korah, Township of	Approval By-law 199, use of highways to Progressive Telephone Company	6775

LIST OF APPLICATIONS TO THE BOARD "UNDER THE ONTARIO TELEPHONE ACT".—*Continued.*

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Korah Central Telephone Company, Ltd	Approval Township Korah, By-law 219, use of highways	6776
Korah Telephone Company, Ltd	Approval By-law 198 Township of Korah, use of highways	6774
Korah Telephone Company, Ltd	Approval By-law 199, Township of Korah, use of highways	6775
Korah Telephone Company, Ltd	Approval By-law 219, Township of Korah, use of highways	6776
King Telephone Company, Ltd	Increased charges	6937
Kitley, (Rural Telephone Company of, Ltd.)	(See Rural Telephone Company of Kitley, Ltd)	
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Leith & Annan Telephone Company, Ltd	Approval By-law No. 18 Township Sydenham, use of certain highways to	6412
Loughborough, Township of	Approval By-law No. 130, use of highways to, (See Verona & Frontenac Telephone Company, Ltd)	6474
Long Lake Rural Telephone System	See ("I. L. Benn")	6480
Lucknow & Kinloss Telephone Company, Ltd	Approval By-law No. 1, Township of Kinloss, granting use of highways to	6506
Lightning Telephone Company, Ltd	Approval By-law 261, Township Grattan granting use of highways to	6750
Leith & Annan Telephone Company	Paralleling of pole leads by George Scarrow *et al*	7085
Little Britain Telephone Company. Ltd	Approval By-law 833, Township of Mariposa, granting use of certain highways to	7096
Little Britain Telephone Company, Ltd	Approval By-law 932 of County of Victoria granting use of certain highways to	7138
M		
Maple Leaf Telephone Company, Ltd	Approval By-law No. 16, Township of Sydenham, use of certain highways to	6411
Martintown Rural Telephone Company, Ltd	Increased charges	6415
Moorsville Telephone Association Lines	See "Orme, J. W.,M.D."	
Monteith-Dempsey Rural Telephone System	Increased charges	6498
Mills, George R. (Mills Telephone System)	Increased charges	6532
Mersea Municipal Telephone System	Increased charges	6556
Mornington, Municipality of (Commissioners for telephone system of)	Commissioners for Telephone System Municipality of Wellesley vs. Discontinuance of interchange of service at Crosshill and Hesson.	6573
Malahide & Bayham Telephone Association, Ltd	Increased charges	6651
Morley & Dilke Municipal Telephone System	Extension period for payment of debentures for establishment of system	6691
Manitoulin & North Shore Telephone & Telegraph Company, Ltd	Approval agreement for sale of certain telephone plant etc. to Township Howland	6772
Manitoulin & North Shore Telephone & Telegraph Company, Ltd	Approval sale of certain telephone plant etc. to Township Assiginack	6773
Monteagle & Herschel, United Townships of	Establishment of telephone system	6801

LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT."—*Continued*

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Morningstar Telephone Company	See "Morningstar, Samuel, *et al*"	
Mills, George R	Use of pin space to East Middlesex Telephone Company, Ltd.	6825
Moscow Mutual Telephone Company, Ltd	Approval By-law 519 Township Camden, use of highways to	6827
Medonte, Township of	Approval agreement for interchange of telephone service with Village of Coldwater	6852
Mono, Township	Approval By-law 426, use of highways to Violet Hill Telephone Company Ltd.	6858
Mersea	Application Commissioners Telephone System Municipality of, for approval By-law providing for replacements, reconstruction and alteration of system	6868
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Morley, Municipality of	Approval By-law 233, establishment of telephone system	6917
Mayo, Township of	Approval By-law 346, establishment of telephone system	6924
Manitoulin Island Rural Telephone Company, Ltd.	T. W. Thomson *et al* vs., Increased Charges	6936
Metcalfe Rural Telephone Company, Ltd	Approval By-law No. 1, Loan of $4,000.00 for improvements to telephone system	6970
Morgan, M.C	Increased charges	6983
Mariposa, Township of	Approval By-law 832, use of certain highways to The Oakwood Telephone Company, Ltd	7095
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Minden, Township of	Approval By-law 354, establishment of telephone system	7097
Maidstone, Township of	Approval By-law 872, extensions to telephone system	7112
Monteagle & Herschel, Municipality of	Purchase of certain plant & equipment of The Peoples' Telegraph & Telephone Cmpany, Ltd.	7139
Morley, Municipality of	Extension of Municipal Telephone System into unorganized Townships of Nelles & Sifton	7174
McKellar, Municipal Telephone System	Price for purchase of certain plant & equipment of Ahmic Telephone Company, Ltd.	6584
McKellar, Township of	Approval By-law 168, establishment of telephone system	6799
McKellar, Municipal Telephone System	Application for authority to extend telephone system into Township Ferguson	6860
McKellar, Township	Approval removal of name of Mark Whitmell from petition for establishment telephone system	6871
McNab Telephone Company, Ltd	Increased charges	6919
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Norfolk County Telephone Company, Ltd	Approval rules & regulations governing operation of a telephone system	6487

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		Procedure File
New Dundee Rural Telephone Company, Ltd.	Increased charges	6496
Norland Independent Telephone Company, Ltd.	Agreement for interchange of service with the Head Lake Telephone Company, Ltd	6513
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North Easthope Municipal Telephone System	Increased charges	6756
Northern Telephone Company	Approval By-law 198, Township Korah, use of highways	6774
North River System (Township Tay)	Approval agreement with Coldwater Municipal Telephone System for interchange of service	6864
Nissouri Telephone Company, Ltd.	Increased charges	6920
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Orillia, Township of	Approval By-law 990, use of certain highways to the Pine Grove Telephone Association, Ltd	6410
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Orono Telephone Company, Ltd	Port Hope Telephone Company, vs. Terms for interchange of service	6586
Orillia, Township of	Approval By-law 1004, use of highways to the Coulson-Jarrett Telephone Company, Ltd	6815
Oliver, Township of	Approval By-law 195, Central Station Building	6957
Oakwood Telephone Company, Ltd.	Approval By-law 832, Township Mariposa granting use of certain highways to	7095
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Pine Grove Telephone Association, Ltd.	Approval By-law 990 Township Orillia, use of certain highways to	6410
Prescott Rural Telephone Company, Ltd.	Increased charges	6416
People's Telegraph & Telephone Company, Ltd.	Increased charges	6421
Portland, Township of	Approval By-law 630, use of highways to the Verona & Frontenac Telephone Company, Ltd	6472
People's Telephone Company of Forest, Ltd.	Increased charges	6488
Pleasant Valley Telephone Company	Increased charges	6505
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Pembroke Mud Lake Telephone Company, Ltd.	Approval By-law 370, use of highways to Pembroke Mud Lake Telephone Company, Ltd	6582
Port Hope Telephone Company, Ltd, vs. Orono Telephone Company, Ltd.	Terms for interchange of service	6586
Percy Municipal Telephone System	Increased charges	6653
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LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT".—*Continued*

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Perth & Christies Lake Telephone Company, Ltd	Approval By-law 961, Township of Bathurst granting use of highways to	7030
Porcupine Telephone Lines, Ltd	Terms etc. for interchange of service with the Temiskaming & Northern Ontario Railway Commissioners	7043
People's Telegraph & Telephone Company, Ltd.	Sale of certain telephone plant & equipment to the Municipality of Monteagle & Herschel	7139
People's Telegraph & Telephone Company, Ltd.	Sale of certain telephone plant & equipment to Township of Dungannon	7140
Perry, Fred A	Paralleling of pole leads of Ernestown Rural Telephone Company, Ltd, etc	7142
Parkhill Rural Telephone Company, Ltd	Sale of undertaking to M. H. Chamberlain	7149
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Redden, Walter	Approval of agreement with H. A. Carscallen for purchase of Tamworth Division of "The Carscallen Telephone System."	6484
Rockwood & Oustic Telephone Company, Ltd.	Increased charges	6557
Redden, W. W	Increased charges	6572
Rice, Robert, *et al*, vs. St. Mary's Medina & Kirkton Telephone Company, Ltd	Telephone service	6605
Roxborough, Township of	Approval By-law 30, establishment of telephone system under, Part V of "Ontario Telephone Act, 1918"	7042
Roxborough, Township of	Extension of time to issue debentures under By-law 30	7069
Rural Telephone Company of Kitley, Ltd	Increased charges	7158
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Sydenham, Township of	Approval By-law No. 16, granting use of certain highways to the Maple Leaf Telephone Company Ltd	6411
Sydenham, Township of	Approval By-law No. 18, granting use of certain highways to the Leith & Annan Telephone Company, Ltd	6412
Sutton & North Gwillimbury Telephone Company, Ltd	Increased charges	6422
South Leeds & Pittsburg Rural Telephone Company, Ltd.	Increased charges	6463
Sparta Rural Telephone Company, Ltd	Increased charges	6478
Scotch Line & Stanleyville Telephone Company, Ltd	Approval By-law 987, Township of Bathurst, use of highways to	6508
Shillington Telephone Company, Ltd	Use of highways in unorganized Townships of Walker, Currie, Taylor, Bond, Stock & Clergue	6527
Stock (unorganized) Township of	Use of highways to the Shillington Telephone Company, Ltd	6527
Sydenham, Township of	Approval By-law No. 17, use of highways to the Woodford Telephone Company, Ltd	6528
Sydenham, Township of	Approval By-law No. 19, use of highways to the Centre Road Telephone Company, Ltd	6529

LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT"—*Continued*

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		Procedure File
Scotch Line & Stanleyville Telephone Company, Ltd.	Approval By-law 683, Township of Burgess N., use of highways to. .	6555
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South Norfolk Telephone Company, Ltd. vs. Houghton & Bayham Telephone Company, Ltd.	Terms for interchange of service.	6574
Stafford, Township of	Approval By-law 707, use of highways to the Pembroke & Mud Lake Telephone Company, Ltd.	6581
St. Mary's, Medina & Kirkton Telephone Company, Ltd.	Robert Rice et al vs. terms of telephone service.	6605
Sheffield, Township of	Approval By-law 661, use of highways to The Enterprise Telephone System, Ltd.	6608
St. Mary's, Medina & Kirkton Telephone Company, Ltd.	Authority to issue shares to value of $15 ,000. 00.	6692
South Norfolk Telephone Company, Ltd.	Approval agreement with Houghton & Bayham Telephone Company Ltd. interchange of service.	6715
Sydenham, Township of	Approval By-law No. 20, use of certain highways to the Spey River Telephone Company, Ltd	6803
Spey River Telephone Company, Ltd.	Approval By-law No. 20, Township Sydenham, use of certain highways to.	6803
Spey River Telephone Company, Ltd.	Approval By-law No. 13 (1920) Township Derby, use of certain highways to.	6804
Simcoe, County of	Approval By-law 1398, granting use of certain highways to Coulson-Jarratt Telephone Company, Ltd.	6816
Stanhope, Township of	Approval By-law 374, establishment of Municipal Telephone System.	6946
Suroff Telephone Company	Increased charges.	7033
Scarrow, George, et al	Paralleling of pole leads of Leith & Annan Telephone Company. . .	7085
Suroff, Hyman	Agreement for sale to of "Brigham Telephone System".	7161

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Temiskaming Telephone Company, Ltd	Increased charges.	6497
Taylor, (Unorganized) Township of	Use of highways to Shillington Telephone Company, Ltd.	6527
Thompson, R.G. vs. Township Goderich (Telephone Commissioners)	Remuneration for collection of telephone assessments.	6684
Temiskaming & Northern Ontario Railway Commission	Approval agreement for interchange of service with Township Hilliard.	6781
Tay Township	Approval agreement with Coldwater Municipal Telephone System for interchange of service. (North River System). .	6864
Tilbury West, Municipality of	Increased charges for telephone service.	6921
Thomson, T. W. et al vs. Manitoulin Island Rural Telephone Company, Ltd.	Increased charges.	6936
Temiskaming & Northern Ontario Railway Commissioners	Terms etc. for interchange of service with the Porcupine Telephone Lines, Ltd.	7043

LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT."—*Continued*

		Procedure File
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Temiskaming Telephone Company, Ltd.	Erection of poles & wires upon the highways in the unorganized Townships of Teck et al	7173
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Union Telephone Company, Ltd.	See ("Cooke, Hunter M. et al.")	
United Telephone Company, Ltd.	Thomas D. Hodgins, et al., vs. Telephone Service	6575
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Verona & Frontenac Telephone Company, Ltd.	Approval Township Portland By-law 630, use of highways to	6472
Verona & Frontenac Telephone Company, Ltd.	Approval Township Bedford, By-law 48B, use of highways to	6473
Verona & Frontenac Telephone Company, Ltd.	Approval Township Loughborough, By-law 130, use of highways to	6474
Verona & Frontenac Telephone Company, Ltd.	Approval By-law No. Township Hinchinbrooke, use of highways to	6609
Violet Hill Telephone Company, Ltd.	Approval Township Mono, By-law 426, use of highways to	6858
Violet Hill Telephone Company, Ltd.	Approval Township Amaranth, By-law 505, use of highways to	6859
Victoria, County of	Approval By-law 932, use of certain highways to The Little Britain Telephone Company	7138
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Wellesley, Municipality of (Commissioners for Telephone System of) and Union Telephone Company Ltd., Hunter M. Cooke et al vs.	Interchange of service between Telephone Systems of Respondents.	6413
Woodbridge & Vaughan Telephone Company, Ltd.	Expenditure of Depreciation, Reserve— ($1181.24) on new construction, etc	6469
West Garafraxa Telephone Company, Operative Association, Ltd.	Increased charges	6481 6481
Wager, W. H. et al	Approval ageement with H. A. Carscallen for purchase of the Enterprise Division of "The Carscallen Telephone System".	6485
Walker, (unorganized) Township of.	Use of highways to Shillington Telephone Company, Ltd.	6527
Woodford Telephone Company, Ltd.	Approval By-law 17, Township Sydenham, use of highways to	6528
Wellesley, Municipality of	(Commissioners for telephone system of) vs. Municipality of Mornington, (Commissioners for telephone system of) Discontinuance of interchange of service at Crosshill and Hesson	6573
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Westmeath, Township of	Approval By-law No. 267, granting use of certain highways to The Bromley Line Telephone Company, Ltd.	6784
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Whitmell, Mark	Approval removal of name from Petition to Township McKellar re establishment telephone system	6871
Westmeath, Township of	Approval By-law 278 granting use of certain highways to the Westmeath 7th Line Telephone Company, Ltd	6873
Westmeath 7th Line Telephone Company, Ltd.	Approval By-law 278, Township Westmeath granting use of certain highways to	6873
Worthington, Township of	Approval By-law 112, establishment of telephone system	6916
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LIST OF BELL TELEPHONE AGREEMENTS APPROVED BY THE BOARD UNDER SECTION 82 OF "THE ONTARIO TELEPHONE ACT, 1918."

Company or System.	Procedure File
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Adelaide Telephone System (See "Morgan M. C.")	
Alnwick Rural Telephone Company, Ltd.	6678
Allenford Rural Telephone Company, Ltd.	6701
Arkona Telephone System (See "Percy Walter")	
Beatty, A. C.	6632
Bretz, T. W.	6726
Belmont Telephone Co-operative Ass'n Ltd.	6777
Brussels, Morris & Grey Municipal Telephone System	6810
Brooke, Township (Operating Brooke Municipal Telephone System)	6863
Burnt River Telephone Company, Ltd.	6962
Bolton Telephone Company, Ltd.	7036
Caradoc-Ekfrid Telephone Company, Ltd.	6423
Cramahe, Township of	6445
Camperdown Telephone Company, Ltd.	6446
Conn Telephone Company, Ltd.	6551
Coldstream Telephone System (See "McKenzie Alex. G.")	
Centre Road Telephone Company, Ltd	6622
Cameron Telephone Company, Ltd.	6761
Cold Springs Rural Telephone Company, Ltd.	6768
Coldwater Municipal Telephone System	6830
Dummer Municipal Telephone System	6958
Erie Telephone Company, Ltd.	6420

LIST OF BELL TELEPHONE AGREEMENTS APPROVED BY THE BOARD UNDER SECTION 82 OF "THE ONTARIO TELEPHONE ACT, 1918—*Continued.*

Company or System	Procedure File
East Luther Telephone Company, Ltd	6668
Enterprise Telephone System, Ltd	7104
Fifth Line Telephone Company, Ltd	6409
Fenella Rural Telephone Company, Ltd	6433
Fairyport Telephone Line (E. J. Ecclestone)	6866
Fingal Telephone Company, Ltd	6910
Glen Eden Telephone Company, Ltd	6534
Gloucester Township Telephone Company, Ltd	6700
Groh, Herbert	6724
Gibson, W. A. (Pefferlaw Telephone System)	7056
Glenelg Municipal Telephone System	7058
Hawley Telephone Company, Ltd	6439
Haldimand Rural Telephone Company	6531
Houghton, Bayham & Tillsonburg Telephone Association, Ltd	6647
Haldimand Municipal Telephone System (See "Robson J. T.")	
Havelock-Cordova Telephone Company, Ltd	6961
Hyndford-Douglas Telephone Association, Ltd	7020
Ingersoll Telephone Company, Ltd	6798
Johnson Municipal Telephone System (see "Bretz, Miss T. W.")	
Kemble, Sarawak Telephone Company, Ltd	6449
Leith & Annan Telephone Company, Ltd	6553
La Cloche Rural Telephone Company, Ltd	6554
Lucknow & Kinloss Telephone Company, Ltd	6725
Lambton Telephone Company, Ltd	6780
Lake Charles Telephone Company, Ltd	6811
Lennox Telephone Company, Ltd	6905
Lightning Telephone Company, Ltd	7019
Mutual Telephone Company, Ltd	6418
Mount Granite Telephone Company, Ltd	6425
Melnacthon Telephone Company, Ltd	6447
Mills, George R	6524
Maple Leaf Telephone Company, Ltd	6533
Mooreville Telephone System (See "Orme, J. W., M.D.")	
Morgan, M. C	6656
Metcalfe, Rural Telephone Company, Ltd	6783
Mississauga River Improvement Company, Ltd	6823
Magnetawan Municipal Telephone System	6912
Muskoka Independent Telephone System	6960
Manvers Municipal Telephone System	6977
Minesing Telephone System (See "Ronald A")	
McKenzie, Alex. G. (Coldstream Telephone System)	6617
McAuliffe, Jas. W	6720
McKellar Municipal Telephone System	6911
Norfolk & Tillsonburg Telephone Company, Ltd	6648
North Gosfield Municipal Telephone System	6913
Nelson Telephone Company, Ltd	7010
Orme, J. W., M.D. (Moorsville Telephone System)	6618
Peoples Telephone Company of Forest, Ltd	6432
Princeton & Drumbo Telephone Company, Ltd	6482
Percy, Township of	6561
Port Hope Telephone Company, Ltd	6590
Pine Grove Telephone Ass'n Ltd	6679
Pembroke & Mud Lake Telephone Company, Ltd	6708
Parkhill Rural Telephone Company, Ltd	6745
Percy, Walter, (Arkona Telephone System)	6844
Pefferlaw Telephone System (See "W. A. Gibson")	
Prescott Rural Telephone Company, Ltd	7080
Quinlan, Peter F. M. D	6424
Rockwood & Oustic Telephone Company, Ltd	6601
Romney Telephone System	6665
Robson, J. T. (Haldimand Municipal Telephone System)	6769
Russell, A. L	6824
Roxborough, Township of	6845
Ronald, A. (The Minesing Telephone System)	7013
Redden, W. W. (Tamworth Telephone System)	7089
Silcote Telephone Company, Ltd	6414

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Company or System.	Procedure File
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South Bruce Telephone Company	6489
Sunderland Telephone Company, Ltd	6547
Sparta Rural Telephone Company, Ltd	6659
Sandwich South Municipal Telephone System (See "McAuliffe, Jas. W.")	
Sunny Valley Telephone Company, Ltd	7034
Spey River Telephone Company, Ltd	7076
Schomberg Telephone Company, Ltd	7160
Tilbury East, Township of	6438
Tarbut & Tarbut Additional, Township of	6512
Tarentorus Telephone Company, Ltd	6536
Thamesville Telephone Company, Ltd	6546
Thedford, Arkona & East Lambton Telephone Company, Ltd	6843
Tilbury West Municipal Telephone System	7041
Tamworth Telephone System (See Redden, W. W.)	
Uhtoff Telephone Company, Ltd	6507
United Telephone Company, Ltd	6831
Verona & Frontenac Telephone Company, Ltd	6900
Violet Hill Telephone Company, Ltd	7135
Woodford Telephone Company, Ltd	6623
Waterloo, Municipal Telephone System see "Groh, Herbert."	
Woodbridge & Vaughan Telephone Company, Ltd	7073
Zion & Wolseley Telephone Company, Ltd	6577

TABULATED SUMMARY OF ACCIDENT REPORTS RECEIVED IN 1921

Passengers		Employees		Travellers on Highway		Travellers at Crossing		Trespassers		Total	
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
3	195	1	14	6	61	.....	.....	.....	.....	10	270

MEMO. OF LEGISLATION UNDER WHICH THE BOARD EXERCISES JURISDICTION

ANNEXATION OF TERRITORY TO MUNICIPALITY.
Sections 11 to 23, inclusive, of "The Municipal Act" (c. 192, R.S.O., 1914).
Amended 1914, c. 33, secs. 1, 2, 3.
Amended 1915, c. 34, secs. 2, 3, 4.
See secs. 1 and 2, Chap. 32, Ontario Statutes, 1918.
Separation of Farm Lands from Town or Village, 1921, c. 63, sec. 1.

ARBITRATIONS.
Additional land as compensation.
Sec. 4, c. 63, Ontario Statutes, 1921.

AREA OF TOWN OR VILLAGE, LIMITED.
Section 14 of "The Municipal Act," and Sections 1, 2, 3 of "The Municipal Amendment Act, 1914" (c. 33).

ASSESSMENT APPEALS.
Section 79 (Assessment of Telephone Company) of "The Assessment Act" (c. 195, R.S.O., 1914).
Amended 1915, c. 36, sec. 6.
Section 80 of "The Assessment Act."
Amended 1915, c. 36, sec. 7.
Amended 1916, c. 41, sec. 6.
See sec. 26, c. 24, Ontario Statutes, 1916.

BEACHES AND RIVER BEDS ACT, THE.
Chapter 245, R.S.O., 1914.

BOUNDARY LINES, DEVIATION OF ROADS ON, ETC.
Section 469 of "The Municipal Act."
(and see secs. 439, 453, 458, 468.)

BRIDGES BETWEEN COUNTIES, ETC.
"The Highway Improvement Act," as amended by sec. 7, chap. 17, Ontario Statutes, 1917.

BRIDGE, DISPENSING WITH RECONSTRUCTION OF.
Section 460 (9) and (10) of "The Municipal Act."

BY-LAWS.
Approval of, for Bridge Construction.
Section 289 (2) (e) of "The Municipal Act."
Approval of, for extension of Municipal Railway Systems.
Section 232 of "The Ontario Railway Act."
Approval of, for extension of Waterworks, Electric Light Plants, Sewers or Gas Works.
Section 400 (3) of "The Municipal Act."
Amended section 11 of "The Municipal Amendment Act, 1914" (c. 33).
Amended section 14 of "The Municipal Amendment Act, 1919" (see secs. 7 and 9, chap. 20, Ontario Statutes, 1917, and sec. 4, chap. 32, Ontario Statutes, 1918).
Amended sec. 12, c. 63, Ontario Statutes, 1921.
Approval of, for investment of Sinking Fund.
Section 303 of "The Municipal Act."
Approval of, for purchase of fuel, etc.
Section 12, chap. 42, Ontario Statutes, 1917 (see sec. 14, c. 58, Ontario Statutes, 1920).
Approval of, Granting Franchises.
Sections 5 and 6, Chap. 197, R.S.O., 1914.
Amended 1915, Chap. 38, sec. 1, and see Chap. 51, Ontario Statutes, 1919.
Approval of Interest Increase By-law.
Section 291 of "The Municipal Act."
Approval of, to pay for works ordered by Dominion or Ontario Railway Boards.
Section 289 (2) (f) of "The Municipal Act."
Approval of, to repeal by-laws as to that part of moneys not raised.
Section 292 of "The Municipal Act."
Approval of, to restrict use etc. of buildings in defined areas, Ontario Statutes, 1921, c. 63, S. 10.
Validation of, and Debentures.
Section 295 of "The Municipal Act."
Amended 1914, chap. 33, sec. 8.

Cemeteries.
Vesting in Trustees, closing Roads, Ontario Statutes 1920, c. 96, sec. 2.

Consolidation of Floating Debt or Consolidation or Renewal of Debentures by Act of the Legislature.
Rule 61a, page 421, Votes and Proceedings of The Legislative Assembly, 27th March, 1907.

Debentures, Extension of Period for Issue of.
Section 288 (9) (10) of "The Municipal Act."

Erection of Villages and Towns into Towns and Cities.
Section 20 of "The Municipal Act."

Farm Lands.
Separation of from town or village, Ontario Statutes, 1921, c. 63, sec. 1.

Franchises, Approval of By-laws Granting, R.S.O., Chap. 197, secs. 5 and 6.
Amended 1915, Chap. 38, sec. 1.
Amended 1919, Chap. 51.

Fuel, Municipal Dealings in.
Section 12, Chap. 42, Ontario Statutes, 1917.
Provincial supply of—
Sections 7 and 8, Chap. 13, Ontario Statutes, 1918.

Fuel, Weighing Coal or Coke.
Section 8, Chap. 32, Ontario Statutes, 1918 (Amended s. 15, c. 63, 1921).
See Section 14, Chap. 58, Ontario Statutes, 1920.

Highways, Provincial.
See Chap. 16, Ontario Statutes, 1917 (Amended s. 3, c. 23, 1920, and sec. 4, c. 27, 1921).
See Section 3, Chap. 17, Ontario Statutes, 1919.

Highways, Width of.
Section 20, 4 Geo. V, Chap. 33.
Section 1, Chap. 30, Ontario Statutes, 1917.
Section 1, Chap. 31, Ontario Statutes, 1917.
Chapter 38, Ontario Statutes, 1918.
Chapter 60, Ontario Statutes, 1920.
Chapter 65, Ontario Statutes, 1921.

Incorporation of Towns in Unorganized Territory.
Section 19 of "The Municipal Act" (see also Sec. 66).
Amended 1915, Chap. 34, sec. 4.
See Section 2, Chap. 32, Ontario Statutes, 1918.

Incorporations Under "The Municipal Act."
See Section 2, Chap. 32, Ontario Statutes, 1918.

Interswitching, etc. Between Dominion and Provincial Railways.
Section 253 (3), Chap. 68, Dominion Statutes, 1919.
Section 131 of "The Ontario Railway Act."

Lands and Forests Department, Expropriation, etc., By
See Section 8, Chap. 13, Ontario Statutes, 1918.

Local Improvements.
Deviating Highway; Sec. 3, Chap. 64, Ontario Statutes, 1921.
Part only of proposed work; Sec. 5, Chap. 35, Ontario Statutes, 1915.
Petitions Against:
Sections 7 and 9, Chap. 193, R.S.O.
Amended 1914, Chap. 21, Sec. 42.
Amended 1915, Chap. 35, Sec. 4.

Mortgages of Railways to be Deposited with Board.
Subsection 4 of Section 48 of "The Ontario Railway Act."

Natural Gas.
See Chapter 12, Ontario Statutes, 1918.
and Section 10, Chap. 13, Ontario Statutes, 1919.
and Section 20, Chap. 17, Ontario Statutes, 1921.

ONTARIO RAILWAY ACT, THE.
Chap. 185 of the Revised Statutes of Ontario, 1914.
Amended 1916, Chap. 31, Sec. 10.
Amended 1917, Chap. 39.
Amended 1918, Chap. 20, Sec. 25.
Amended 1918, Chap. 30.
Amended 1919, Chap. 44.
Amended 1920, Chap. 56.

ONTARIO RAILWAY AND MUNICIPAL BOARD ACT, THE.
Chap. 186 of The Revised Statutes of Ontario, 1914.
Amended 1915, Chap. 31.
Amended 1916, Chap. 24, Secs. 25 and 26.
See Sections 10, 12 and 13, Chap. 14, Ontario Statutes, 1917.
Amended 1919, Chap. 25, Sec. 25.

PARKS, SETTING ASIDE PART OF, FOR SPORTS, ETC.
Section 13 (6) of "The Public Parks Act" (Chap. 203, R.S.O., 1914).
Section 398 (32) of "The Municipal Act."

PLANS OF CITY AND SUBURBAN LANDS.
Chap. 38, Ontario Statutes, 1918.
Amended 1919, Chap. 53.
Amended 1920, Chap. 60 (See Section 28, Chap. 99, Ontario Statutes, 1921).
Amended 1921, Chap. 65, Sec. 1.

POLICE VILLAGES.
Formation of in Provisional Judicial Districts.
Section 24, Chap. 63, Ontario Statutes, 1921.

PUBLIC HEALTH ACT.
See Section 10, Chap. 41, Ontario Statutes, 1918, re Sewage Disposal Plants.

PUBLIC UTILITIES ACT, THE.
Chap. 204, R.S.O., 1914.
Amended 1914, Chap. 35.
Amended 1917, Chap. 14, Sec. 13.
Amended 1917, Chap. 47.
Amended 1920, Chap. 71, Chap. 73.
See Chap. 66, Ontario Statutes, 1921.

PUBLIC WORKS OF ONTARIO, AN ACT RESPECTING.
Chap. 35, R.S.O., 1914, Sections 29 et seq, and Section 46.

SEPARATION OF FARM LANDS FROM TOWN OR VILLAGE, 1921, c. 63, sec. 1.

SUBURBAN AREAS.
Sec. 7, Chap. 66, Ontario Statutes, 1921.

TAXATION OF MINES AND NATURAL GAS, ACT RESPECTING.
Cap. 26, R.S.O., 1914, Sec. 12 (3), et seq.

TELEPHONE SYSTEMS.
Ontario Statutes, 1918, Chap. 31.
Amended 1919, Chap. 43.
Amended 1921, Chap. 62.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY ACT.
Act Respecting; Sec. 17, Chap. 38, R.S.O., 1914.

TOWNSHIP, SEPARATION OF JUNIOR, FROM UNION
Section 30 of "The Municipal Act."

(Note.—The above list is prepared to facilitate reference to legislation, and does not purport to be exhaustive. It refers to Public General Acts only, and does not include Special or Private Acts, a great many of which refer matters of local importance to the Board for adjudication, etc.).

TARIFF OF FEES

Tariff of Fees Payable in Cash under Section 62 of "The Ontario Railway and Municipal Board Act."

For copy of any Document, 10 cents for each 100 words and 50 cents for each Certificate.

For copy of any map or plan, applicants are to pay draughtsmen's and engineer's fees for same and 50 cents for each Certificate.

Law Stamps (Section 63)

In contentious matters requiring a Hearing there shall be paid in Law Stamps the sum of $15.00 for each day or fraction thereof over one-half day, and the sum of $10.00 for each half day or less occupied by or in connection with the Hearing, and $1.00 on each original subpœna.

In Cases in Which There is no Opposing Party

On order, under Section 295 of "The Municipal Act" validating a By-law and Debentures the following sums shall be paid in Law Stamps:

	Law Stamps
Where the issue of Debentures amounts to $10,000 or less	$15 00
Over $10,000 and up to $15,000	20 00
" $15,000 " $20,000	25 00
" $20,000 " $25,000	30 00
" $25,000 " $30,000	35 00
" $30,000 " $40,000	40 00
" $40,000 " $50,000	45 00
" $50,000 " $60,000	50 00
" $60,000 " $70,000	55 00
" $70,000 " $80,000	60 00
" $80,000 " $90,000	65 00
" $90,000 " $100,000	70 00
" $100,000 " $110,000	75 00
" $110,000 " $120,000	80 00
" $120,000 " $130,000	85 00
" $130,000 " $140,000	90 00
" $140,000 " $150,000	95 00
" $150,000 " $160,000	100 00
" $160,000 " $170,000	105 00
" $170,000 " $180,000	110 00
" $180,000 " $190,000	115 00
" $190,000 " $200,000	120 00
" $200,000 such sum as the Board may order or direct.	

The following sums shall be paid in Law Stamps on the following Orders:

On Order for approval of By-law for Work ordered by Dominion or Ontario Railway Board. Mun. Act, Sec. 289 (2) (f)	$10 00
On Order for approval of By-law for extension of Waterworks or Electric Light or Gas works, etc. Mun. Act, Sec. 400 (3)	10 00
On Order for approval of Sinking Fund Investment By-law. Mun. Act, Sec. 303	5 00
On Order for approval of Extension of Debenture Issue Period. Mun. Act, Sec. 288 (9)	5 00
On Order for approval of By-law increasing the rate of interest on debentures. Mun. Act, Sec. 291	5 00
On Order for approval of Bridge Construction By-law. Mun. Act, Sec. 289 (e)	5 00
On Order extending the time to pass a By-law. 7 Geo. V, Chap. 33, Sec. 7	5 00
On Order approving Municipal Fuel By-law. 7 Geo. V, Chap. 42, Sec. 12 (2)	5 00
On Order approving Railway Company's Public By-laws and Rules	2 00
On Order approving Railway Company's Tolls and Tariffs	2 00
On Order approving Railway Fenders. Sec. 253 of "The Ontario Railway Act"	5 00
On Order approving Railway Company's Examiner of Motormen	1 00
On approval of a Plan under "The Planning and Development Act." (8 Geo. V, Chap. 38)	5 00
On approval of a Deed, etc., under "The Planning and Development Act"	2 00
On approval of a Plan under "The Ontario Railway Act"	5 00
On Orders not included in the above list, such sums as the Board may order or direct.	

TARIFF OF FEES PAYABLE IN LAW STAMPS UNDER "THE ONTARIO TELEPHONE ACT, 1918."

ON ORDER

Approving Connecting Agreement with The Bell Telephone Company of Canada, Limited; under Section 82	$5 00
Approving Connecting Agreement between telephone systems within the jurisdiction of Ontario; under Section 82	2 00
Approving Municipal By-law granting the use of highways; under Section 67	1 00
Approving Municipal By-law providing for the establishment or extension of telephone systems; under Section 13	5 00
Granting the use of highways in unorganized townships; under Section 71	2 00
Authorizing the extension of telephone system established pursuant to Section 13, into unorganized townships; under Section 12	5 00
Extending the period within which debenture By-law to cover the cost of establishing telephone systems pursuant to Section 13, may be passed under Section 19	5 00
Authorizing the passing of By-law extending the period for repayment of debentures to cover the cost of telephone system established pursuant to Section 13, beyond 10 years; under Section 20	10 00
Authorizing the passing of By-law providing for the issue of new debentures to provide for the payment of a portion of the principal of the original debentures falling due in any year; under Section 23	5 00
Authorizing the removal of signatures from a petition praying for the establishment of a telephone system pursuant to Section 13; under Section 7	2 00
Authorizing a company to issue additional stock or bonds; under Section 94	5 00
Authorizing a company to expend a portion of its Depreciation Reserve in new construction, etc.; under Section 93	5 00
Approving regulations to prevent the misuse of system by subscribers; under Section 95	2 00

On any Order not included in the above list such sums as the Board may order or direct.

The above fees to apply only in cases not requiring a Hearing.

In contentious matters requiring a Hearing; $15 for each day or fraction thereof over one-half day, and $10 for each half-day or less occupied in connection with the Hearing.

Where enquiry is made by the Board's Expert $10 for each day or fraction thereof over one-half day, and $5 for each half-day or less occupied in connection with such enquiry.

STATEMENT IN DETAIL OF TRAVELLING EXPENSES AND DISBURSEMENTS.

1921.		
January.	D. M. McIntyre, K. C., Chairman	$ 7 70
	A. B. Ingram, Vice-Chairman	20 70
	J. A. Ellis, Commissioner	15 65
	F. Dagger, Electrical and Telephone Expert	41 25
	W. C. Coo, Court Reporter	17 25
February.	D. M. McIntyre, K. C., Chairman	59 80
	A. B. Ingram, Vice-Chairman	77 80
	J. A. Ellis, Commissioner	17 45
	F. Dagger, Electrical and Telephone Expert	30 50
	W. C. Coo, Court Reporter	70 00
	E. A. Crosland, Street Railway Inspector	34 25
March.	D. M. McIntyre, K. C., Chairman	30 35
	A. B. Ingram, Vice-Chairman	20 15
	F. Dagger, Electrical and Telephone Expert	99 85
	W. C. Coo, Court Reporter	42 60
	E. A. Crosland, Street Railway Inspector	14 25

April.	D. M. McIntyre, K. C., Chairman	$16 15
	A. B. Ingram, Vice-Chairman	4 35
	J. A. Ellis, Commissioner	7 10
	H. C. Small, Secretary	7 55
	F. Dagger, Electrical and Telephone Expert	130 80
	W. C. Coo, Court Reporter	34 80
	E. A. Crosland, Street Railway Inspector	17 90
May.	D. M. McIntyre, K. C., Chairman	2 30
	A. B. Ingram, Vice-Chairman	24 10
	J. A. Ellis, Commissioner	12 80
	F. Dagger, Electrical and Telephone Expert	115 16
	W. C. Coo, Court Reporter	37 55
	E. Crosland, Street Railway Inspector	22 75
	H. W. Middlemist, C. E., Consulating Engineer	14 35
June.	D. M. McIntyre, K. C., Chairman	36 10
	A. B. Ingram, Vice-Chairman	24 90
	F. Dagger, Electrical and Telephone Expert	106 15
	W. C. Coo, Court Reporter	21 65
	E. A. Crosland, Street Railway Inspector	16 50
	H. W. Middlemist, C. E., Board's Consulting Engineer	23 90
	W. B. Boyd, E. E	14 15
July.	D. M. McIntyre, K. C., Chairman	4 10
	A. B. Ingram, Vice-Chairman	6 63
	J. A. Ellis, Commissioner	16 70
	F. Dagger, Electrical and Telephone Expert	113 81
	W. C. Coo, Court Reporter	59 65
	E. A. Crosland, Street Railway Inspector	8 00
August.	D. M. McIntyre, K. C., Chairman	12 60
	A. B. Ingram, Vice-Chairman	18 40
	F. Dagger, Electrical and Telephone Expert	399 45
	E. A. Crosland, Street Railway Inspector	14 10
	H. W. Middlemist, C. E., Consulting Engineer	6 26
September.	D. M. McIntyre, K. C., Chairman	25 45
	A. B. Ingram, Vice-Chairman	8 15
	J. A. Ellis, Commissioner	44 56
	H. C. Small, Secretary	11 20
	F. Dagger, Electrical and Telephone Expert	12 35
	W. C. Coo, Court Reporter	43 50
	J. A. McDonald, Inspector Telephone Service	14 40
	H. W. Middlemist, C. E., Board's Consulting Engineer	42 99
October.	D. M. McIntyre, K. C., Chairman	105 04
	A. B. Ingram, Vice-Chairman	190 62
	J. A. Ellis, Commissioner	46 55
	H. C. Small, Secretary	109 02
	F. Dagger, Electrical and Telephone Expert	118 50
	W. C. Coo, Court Reporter	88 00
	E. A. Crosland, Street Railway Inspector	35 30
November.	D. M. McIntyre, K. C., Chairman	22 80
	A. B. Ingram, Vice-Chairman	30 75
	J. A. Ellis, Commissioner	34 20
	F. Dagger, Electrical and Telephone Expert	137 48
	W. C. Coo, Court Reporter	72 20
	E. A. Crosland, Street Railway Inspector	15 00
	H. W. Middlemist, C. E., Consulting Engineer	5 04
December.	D. M. McIntyre, K. C., Chairman	16 85
	A. B. Ingram, Vice-Chairman	30 50
	J. A. Ellis, Commissioner	40 43
	F. Dagger, Electrical and Telephone Expert	73 40
	W. C. Coo, Court Reporter	55 70
	J. A. McDonald, Telephone Inspector	17 10
	E. Crosland, Street Railway Inspector	12 45
	H. W. Middlemist, C. E., Board's Consulting Engineer	4 41
		$ 3,414 20

THE FOLLOWING GIVES A BRIEF SUMMARY OF THE EXTENSIONS AND IMPROVEMENTS MADE TO THE RAILWAYS UNDER PROVINCIAL JURISDICTION DURING THE YEAR 1921

Buffalo and Fort Erie Ferry and Railway Company.

During the year ending 31st December, 1921, they did not make any extensions to track.

They also report that during the same period they did not make any expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

Cornwall Street Railway, Light and Power Company, Limited

They report that during the year ending 31st December, 1921, they did not make any track extensions.

They also report a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., from December 31st, 1920 to December 31st, 1921, of $22,298.17

Fort William Electric Railway

During the period December 31st, 1920, to December 31st, 1921, they did not make any extensions to track.

They also report that during the same period they erected 3,000 feet, 500,000 C.M. Cable for addition to feeder system, at a cost of $968.74.

Guelph Radial Railway

It is reported by the Hydro-Electric Power Commission of Ontario that during the year ending December 31st, 1921, there was an extension to the tracks of the Guelph Radial Railway of 0.28 miles, at a cost of $19,746.18.

They also report an expenditure on track improvements, overhead structure, rolling stock, buildings, etc., during the same period, of $63,475.52.

The Hamilton Street Railway Company

This Company report that during the year ending December 31st, 1921, they did not make any extensions to track.

They also report during the same period a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $31,405.58.

The Hamilton and Dundas Street Railway Company

This Company report that during the year ending December 31st, 1921, they did not make any extensions to track.

They also report that they did not make any expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

The Hamilton, Grimsby and Beamsville Ry. Co., Ltd.

During the period December 31st, 1920, to December 31st, 1921, this company report that they did not make any extensions to track.

They also report during the same period a total expenditure on track improvements, overhead structure, rolling stock, buildings and machinery, of, $15.50.

The Hamilton and Barton Incline Railway Company

This Company report that during the year ending December 31st, 1921, they did not make any extensions to track.

They also report a total expenditure made on track improvements, overhead structure, rolling stock, buildings, machinery, etc., during the same period, of $13,378.00.

The Hamilton Mountain Park Company, Limited

During the year ending December 31st, 1921, this company report that they did not make any extensions to track.

They also report a total expenditure on track improvements, overhead structure, rolling stock, buildings, etc., of $4,134.48, during the same period.

The Huntsville and Lake of Bays Railway Company

This Company report that during the year ending December 31st, 1921, they did not make any extensions to track.

They also report that during the same period they made a total expenditure of $1,620.28 on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

International Railway Company (Niagara Falls Park and River Division)

During the year ending December 31st, 1921, this company did not make any extensions to track.

They report, however, an expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $4,519.46 during the year December 31st, 1920, to December 31st, 1921.

The International Transit Company

This Company report that they did not make any extensions to track during the year ending December 31st, 1921.

They also report during the same period a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $114.45.

Kingston, Portsmouth and Cataraqui Electric Railway Company

During the year December 31st, 1920, to December 31st, 1921, this company report that they did not make any extensions to track.

They also report that they did not make any expenditure on track improvements, overhead structure, rolling stock, or buildings, except for repairs only.

Kitchener-Waterloo Street Railway

This Company report that during the year December 31st, 1920 to December 31st, 1921, they made an extension to track of 716 feet at a cost of $2,903.38.

They also report a total expenditure on track improvements, overhead structure, rolling stock, buildings and machinery, during the same period, of $8,816.51.

Lake Huron and Northern Ontario Railway Company

During the year December 31st, 1920 to December 31st, 1921, this company report an extension to track of twenty miles, partly constructed, but do not give the cost.

They also report an expenditure on track improvements, overhead structure, rolling stock, buildings, and machinery, of $37,200 during the same period.

London Street Railway Company

This Company report that during the year ending December 31st, 1921, they did not make any extensions to track.

They also report a total expenditure on track improvements, overhead structure, rolling stock, buildings, and machinery during the same period, of $3,152.37.

Midland Simcoe Railway Company

It is reported by the Midland Iron and Steel Company, Limited, that the Midland Simcoe Railway Company have only one steam locomotive, and that the railway is not operated except to switch cars for the Steel Company.

Mount McKay and Kakabeka Falls Railway Company

This company report that they did not make any extension to track for the period December 31st, 1920, to December 31st, 1921.

They report during the same period a total expenditure on track improvements, overhead structure, rolling stock, buildings, and machinery, of $482.50.

Peterboro Radial Railway

It is reported by the Hydro-Electric Power Commission of Ontario that during the period December 31st, 1920, to December 31st, 1921, there was no extension made to the tracks of the Peterboro Radial Railway.

They also report that during the same period there was, however, an expenditure made on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $3,552.40.

Port Arthur Civic Railway

During the year December 31st, 1920, to December 31st, 1921, this company did not make any extensions to track.

They also report that during the same period the expenditure on overhead structure, rolling stock, buildings, machinery, etc., was as follows:

Repairs to railway bridge	$1,942 92
Rebuilding car barns and replacing machinery in shop	7,599 52
	$9,542 44

St. Thomas Street Railway

It is reported by this company that during the year ending December 31st, 1921, they did not make any extensions to track.

They report, however, an expenditure during the same period as follows:

Track improvements	$2,000 00
Overhead construction	2,000 00
New cars	1,800 00
New welding machine	283 46
	$6,083 46

Sandwich, Windsor and Amherstburg Railway and The Windsor and Tecumseh Electric Railway

It is reported by the Hydro-Electric Power Commission of Ontario that during the year ending December 31st, 1921, that the tracks of the above railways were extended 1.776 miles at an expenditure of $113,038.60.

They also report a total expenditure by the above railways on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $265,651.26, during the same period.

Sarnia Street Railway Company, Limited

This Company report that during the year ending December 31st, 1921, they did not make any extensions to track.

They report a total expenditure on track improvements, overhead structure, rolling stock, buildings, and machinery, for the year December 31st, 1920, to December 31st, 1921, of $21,580.01.

Sudbury-Copper Cliff Suburban Electric Railway

This Company report that during the year December 31st, 1920, to December 31st, 1921, they did not make any extensions to track.

They also report that they did not make any expenditure on track improvements, overhead structure, buildings, rolling stock, and machinery, during the same period.

Temiskaming and Northern Ontario Railway

During the year December 31st, 1920, to December 31st, 1921, this company report that they did not make any extension to track.

They, however, report that during the same period they made an expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $803,583.92.

Thurlow Railway Company

It is reported by the Canada Cement Company, Limited, that during the period December 31st, 1920, to December 31st, 1921, there was no expenditure on track extensions for the above railway.

They also report that during the same period there was no expenditure made on track improvements, overhead structure, rolling stock, buildings, or machinery.

Toronto Transportation Commission

This Commission took over The Toronto Railway on the 1st September, 1921.

The Commission has not made any report to the Board for the year ending 31st December 1921,as it is not required under the Act, they being in charge of the railway for only a short portion of the year 1921.

The Toronto and York Radial Railway Company

This Company report that during the year ending 31st December, 1921, they made an extension to track of 550 feet, at a cost of $2,629.84.

They also report a total expenditure for the same period of $7,940.99 on improvements to track, on overhead structure, rolling stock, buildings, and machinery.

The Waterloo Wellington Railway

This Company do not report any extensions to track, or expenditure on track improvements, overhead structure, rolling stock. buildings or machinery for the year ending 31st December, 1921.

No.	Name of Railway.	Length of road first main track	Length of road second main track	Total main track	Length of sidings and turnouts	Total computed as single track	Length under construction	No. Power Houses		Remarks
								Steam	Water	
*1	Buffalo and Fort Erie Ferry and Railway Company	2.89	.....	2.89	.89	3.78	.....	.....	.....	
2	Cornwall Street Railway Light and Power Company, Ltd.	4.	.....	4.	2.5	6.5	.....	.....	1	
3	Fort William (Municipal) Ry	.....	.....	.....	0.730	22.479	.....	.....	.....	Pur. Power from Kaministiquia Power Co
†4	Guelph Radial Railway	8.49	.....	8.49	1.56	10.05	.....	.....	.....	Pur. Power from Hydro-Electric Commission.
5	Hamilton and Dundas Street Railway Company	5.85	.20	6.05	1.60	7.65	.....	.....	.....	Purchase Power from Hamilton-Cataract Power Lt. & Traction Co.
6	Hamilton, Grimsby and Beamsville Electric Ry. Co.	22.6	.....	22.6	3.6	26.2	.....	.....	.....	Pur. Power from Hamilton Cataract Power Lt. & Traction Co.
7	Hamilton Street Railway Co.	17.4	16.3	33.7	.....	33.7	.....	.....	.....	Pur. Power from Hamilton Cataract Power Lt. & Traction Co.-
*8	Hamilton and Barton Incline	.11	.11	.....	.....	.22	.....	.....	.....	
9	Hamilton and Mountain Park Company, Ltd. (Incline)	.13	.13	.13	.....	.26	.....	.....	.....	Purchase Power from Hydro-Electric Commission
*10	Huntsville and Lake of Bays Railway Co.	1.45	.....	1.45	.31	1.75	.....	.....	.....	
11	International (Niagara Falls Park and River Division)	11.914	11.202	23.116	1.359	24.475	.....	.....	1	
12	International Transit Co.	3.42	1.17	3.42	.095	4.685	.38	.....	.....	Pur. Power from Great Lakes Power Co., Ltd.
13	Kingston, Portsmouth and Cataraqui Street Ry. Co.	6.	2.	8.	.13	8.13	.....	.....	.....	Pur. Power from City of Kingston
14	Kitchener and Waterloo St. Ry.	4.19	1.40	5.59	.36	5.97	.....	1	.....	Pur. Power from Hydro-Elec. Com. of Ontario
*15	Lake Huron and Northern Ont. Railway Company	16.	.....	16.	2.	18.	50.	.....	.....	Pur. power from Hydro-Elec. System
16	London Street Railway Co.	27.48	7.64	25.12	.98	36.10	.....	.....	.....	
*17	Midland-Simcoe Ry. Co.	2.	.....	2.	3.	5.	.....	.....	.....	Ry. only used for switching for Iron and Steel Company.

18 Mount McKay and Kakabeka Falls Railway Company	5.	.....	5.	1.5	6.5	.....	.....	.....	
†19 Peterborough Radial Ry. Co.	7.64	.....	7.64	9.6	8.60	.....	.....	.....	Pur. Power from Hydro-Elec. Com. of Ontario.
20 Port Arthur (Municipal) Ry.	12.43	6.10	18.53	1.04	19.57	.....	.....	1	Pur. Power from Hydro-Elec. Com. of Ontario.
21 Sarnia Street Railway Co.	8.25	.75	9.	.25	9.25	.....	1	.....	Power purchased from Sarnia Hydro-Elec. System.
†22 Sandwich, Windsor and Amherstburg Railway	34.763	8.832	43.595	3.865	47.460	.....	.....	.....	Power purchased from Hydro-Elec. Commission of Ontario
23 St. Thomas Street (Municipal) Railway	7.25	.....	7.25	.20	7.45	.....	.....	.....	Power purchased from Hydro-Elec. Commission of Ontario
24 Sudbury-Copper Cliff Suburban Electric Railway Company	7.9	.....	7.9	.....	7.9	.....	.....	.....	Power purchased from Wahnapitae Power Company, Ltd.
*25 Temiskaming and Northern Ontario Railway	328.5	.....	328.5	122.87	451.37	.....	.....	.....	
*26 Thurlow Railway Company	2.671	.....	2.671	2.766	5.437	.....	.....	.....	
27 Toronto Municipal Street Ry.	84.79	77.98	162.77	18.39	181.16	.....	.....	.....	Power purchased from Toronto & Niagara Power Co. and Toronto Hydro-Electric.
28 Toronto and York Radial Ry. Company	68.82	.....	68.82	12.79	81.61	.....	.....	.....	Power pur. from Toronto Pwr. Co. and Toronto Transportation Co.
29 Waterloo and Wellington Ry. Company	2.8	.....	2.8	0.18	2.98	.....	.....	.....	Power pur. from Kitchener Light Commissioners
30 Windsor and Tecumseh Electric Railway Company	.....	.....	.....	.....	.....	.....	.....	.....	Mileage included in Sandwich, Windsor and Amherstburg Ry.
Total	704.738	133.814	827.032	192.565	1,044.236	50.38	2	3	

*Operated by steam.
†Operated by the Hydro-Electric Commission of Ontario.
Temiskaming & Northern Ontario Railway operated by T. & N. O. Ry. Commission.

FORM THAT MAY BE USED IN CONNECTION WITH THE EXAMINATION OF MOTORMEN

Name of City or Town.

.....192

Name of Railway.

This is to certify, that acting under the Ontario Railway Act, 1914, R.S.O., chapter 185, section 263, I have fully examined.....who is.....years of age and.....feet.....inches high, weighs.....lbs., complexion....., as to his fitness as a motorman, that the said..... .....is of steady habits, and is in physical ability, intelligence and general knowledge of, and experience in, this work qualified to act as motorman on any electric motor car of said Company.

I have been duly appointed an examiner under the said Act, my appointment being dated .....

Name.....
Examiner.

FORM

COPY OF FORM TO BE USED BY COMPANIES IN REPORTING ACCIDENTS

Accidents: Regulations Under and in Pursuance of Sections 274 and 279 of "The Ontario Railway Act, 1914." R.S.O., Chapter 185.

Accidents.—Every company upon the happening of an accident shall give to the Ontario Railway and Municipal Board notice thereof in writing by delivering the same at the office of the Board in the City of Toronto or by mailing it, postage prepaid, in a registered letter addressed to the Board.

Such notice shall contain a statement signed by a duly authorized officer of such company setting forth the information and particulars hereinafter mentioned.

Such statement shall be divided into paragraphs each of which shall include and refer to one (or one group) only of the numbered particulars hereinafter mentioned, and the paragraph referring to each respective numbered particular shall bear the number corresponding to the number hereinafter given for each such particular.

The numbers of paragraphs and the particulars to which each shall refer as aforesaid, are as follows:—

1. Name or names of company or companies concerned in accident.
2. Numbers of train, engine, car or motor.
3. Date and time of accident.
4. Nature of accident.
5. Exact location.
6. Name in full, address and legal addition of each person injured or killed.
7. Age.
8. Married or single.
9. Passenger, employee or other.
10. If employee, length and nature of service with dates and periods of different occupations (if more than one).
11. If employee, character, experience, skill and fitness with respect to occupation at time of accident.
12. How engaged at time of accident, and how long on duty.

13. Cause of accident, how same occurred, with full particulars and details, and diagram if required.
14. Persons in charge, with full names, addresses and the particulars referred to in paragraphs 10, 11 and 12.
15. Result to person and particulars of injury.
16. Result to property, including amount of damage.
17. Names and addresses of all persons present at, or eye-witnesses of, the accident.
18. What investigation (if any), and result of same.
19. Verdict (if any).

The Board reserves the right to require such further and other details, particulars, maps plans, profiles, documents, models and information or illustration of any kind as the nature of the accident and a full understanding thereof may suggest or require.

In pursuance of sections 274 and 279 of said Act, the Board declares that all such information so given in pursuance of this regulation shall be privileged.

Signature of Officer.

N.B.—Give name of officer who fills out this report.

REGULATION AS TO HEIGHT OF CAR STEPS

Under and in pursuance of a certain order of the Board bearing date the 2nd day of June A.D. 1909, The Ontario Railway and Municipal Board made the following regulations:

The steps on all cars hereafter constructed and used by the Toronto Railway Company and all other street and electric railways under the jurisdiction of this Board shall have steps conforming to the following regulations·

On closed single truck cars the height of the first step above the ground shall not be less than twelve nor more than fifteen inches.

On closed double truck cars the height of the first step above the ground shall not be less than fourteen nor more than sixteen inches.

On open single truck cars the height of the first step above the ground shall be not less than twelve nor more than fifteen inches, and the distance between the first and second steps and the second step and the floor of the car shall measure twelve inches and nine inches respectively.

On open double truck cars the height of the first step above the ground shall be not less than fourteen nor more than sixteen inches, and the distance between the first and second steps and the second step and the floor of the car shall measure twelve inches and fourteen inches respectively.

REGULATION RE DRINKING WATER ON PASSENGER CARS

Every Electric Railway Company in Ontario, subject to the jurisdiction of the Board, shall provide in each passenger car which runs 20 miles or more, a suitable receptacle for water with a cup or drinking utensil attached upon or near such receptacle, and shall keep such receptacle, while the car is in use, constantly supplied with cool drinking water for the use of passengers and the conductor and motorman in charge of such car.

This regulation shall not apply to street railways in towns or cities.

Dated at Toronto this 24th day of June, 1909.

(Sgd.) James Leitch,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Commissioner.

TORONTO—1921

Summary by months of all Accidents occurring on Street Railway lines within Toronto City limits under the jurisdiction of this Board.

January 1st to December 31st, 1921

Nature of Accident	January	February	March	April	May	June	July	August	September	October	November	December	Total
Collisions with cars	....	1	2	Nil	3	1	2	2	1	Nil	Nil	3	15
Collisions with autos	185	146	124	187	160	155	150	118	261	284	218	209	2197
Collisions with motor cycles and bicycles	....	6	2	8	10	11	4	6	8	4	4	Nil	63
Collisions with wagons	27	17	10	15	12	5	14	8	18	20	15	26	187
Boarding cars	20	33	19	26	19	21	9	6	13	11	17	6	200
Alighting from cars	50	53	66	61	31	37	21	19	37	37	27	9	448
Derailment of cars	....	Nil	Nil	1	1	Nil	Nil	1	Nil	Nil	Nil	Nil	3
Miscellaneous	29	24	19	23	17	20	19	5	29	16	10	13	224
Total (all accidents)	311	280	242	321	253	250	219	165	367	372	291	266	3,337
Personal injuries, all degrees:													
To passengers	31	33	27	25	14	22	12	7	17	15	17	12	232
To others	10	7	7	8	7	9	6	1	10	8	6	10	89
Total	41	40	34	33	21	31	18	8	27	23	23	22	321
Fatal Accidents:													
To passengers	Nil	Nil	1	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	2
To others	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	1	Nil	Nil	3	5
Total			1	1		1			1			3	7

HAMILTON—1921

Accidents on Hamilton Street Railway, Hamilton and Dundas Street Railway, and Hamilton, Grimsby, and Beamsville Electric Railway lines within Hamilton City limits, and under the jurisdiction of this Board.

January 1st to December 31st, 1921

Nature of Accident	January	February	March	April	May	June	July	August	September	October	November	December	Total
Collisions with cars	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Collisions with autos	40	22	20	30	35	41	25	35	26	37	35	40	386
Collisions with motor cycles and bicycles	Nil	1	1	Nil	Nil	Nil	Nil	Nil	Nil	3	Nil	Nil	5
Collisions with wagons	5	1	Nil	2	Nil	Nil	Nil	Nil	4	2	3	6	23
Boarding cars	2	Nil	2	1	2	2	Nil	1	1	1	1	1	14
Alighting from cars	2	Nil	2	2	4	Nil	2	1	1	4	Nil	1	19
Derailment of cars	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Miscellaneous	1	1	Nil	Nil	1	1	Nil	2	4	1	1	2	14
Total (all accidents)	50	25	25	35	42	44	27	39	36	48	40	50	461
Personal injuries, all degrees:													
To passengers	4	Nil	4	3	5	2	1	3	3	6	2	3	36
To others	1	1	Nil	Nil	1	1	2	1	Nil	2	Nil	Nil	9
Total	5	1	4	3	6	3	3	4	3	8	2	3	45
Fatal Accidents:													
To passengers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
To others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total													

LONDON—1921

Accidents on London Street Railway only.

Nature of Accident	January	February	March	April	May	June	July	August	September	October	November	December	Total
Collisions with cars	Nil	Nil	Nil	Nil	Nil	1	Nil	2	Nil	Nil	Nil	Nil	3
Collisions with autos	21	12	16	23	27	18	13	21	23	23	30	44	271
Collisions with motorcycles and bicycles	Nil	Nil	1	Nil	1	Nil	Nil	Nil	2	2	1	Nil	7
Collisions with wagons	3	4	1	7	3	1	3	1	2	4	2	8	39
Boarding cars	Nil	1	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil	1	3
Alighting from cars	8	3	7	3	1	2	4	5	3	1	1	6	44
Derailment of cars	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	2
Miscellaneous	3	4	1	4	5	14	4	6	7	6	1	2	57
Total (all accidents)	35	25	26	37	37	37	24	35	37	36	36	61	426
Personal injuries, all degrees—													
To passengers	3	6	3	3	2	3	3	2	2	3	3	2	35
To others	1	1	3	4	3	9	3	2	5	1	Nil	2	34
Total	4	7	6	7	5	12	6	4	7	4	3	4	69
Fatal accidents—													
To passengers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
To others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total													

INDEX TO RAILWAY LEGISLATION

List No. 2

The following Index has been made with the object of continuing in chronological order all the legislation passed by both the Dominion and the Provincial Governments since 1867, affecting railways situated wholly or partially within the Province of Ontario.

"List No. 2" was commenced on page 272 of our Ninth Annual Report (1914), and is continued on page 212 in our Fourteenth Annual Report (1919); also on page 210 in our Fifteenth Annual Report (1920), and in the following list up to and inclusive of 1921.

	Cap.	Year
Canadian Pacific Railway Company		
Dominion Statute	56	1921
Act respecting.		
Canadian Transit Company		
Dominion Statute	57	1921
Act to incorporate.		
Central Railway Company of Canada		
Dominion Statute	58	1921
Act respecting.		
Essex Terminal Railway Company		
Dominion Statute	60	1921
Act respecting.		
Fecunis Limited		
Ontario Statute	137	1921
Act to incorporate.		
Fort William Railway		
Ontario Statute	119	1921
See Act respecting the Cities of Port Arthur and Fort William.		
Grand Trunk Arbitration		
Dominion Statute	9	1921
Act respecting.		
Grand Trunk Railway		
Ontario Statute	110	1921
See Act respecting Town of Midland.		
Guelph Radial Railway		
Ontario Statute	105	1921
(Railway fares). See Act respecting City of Guelph.		
Guelph Radial Railway		
Ontario Statute	22	1921
See an Act to confirm certain agreement between the Hydro-Electric Power Commission of Ontario and the Corporation of the City of Guelph.		
Lake Huron and Northern Ontario Railway Co.		
Ontario Statute	131	1921
Act respecting.		
London and Lake Erie Railway and Transportation Company		
Dominion Statute	63	1921
Act respecting.		
London and Port Stanley Railway		
Ontario Statute	109	1921
See Act respecting City of London, Sec. 5, Locomotive, etc.		

	Cap.	Year.
NORTHERN LIGHT RAILWAYS COMPANY		
Ontario Statute	132	1921
Act respecting.		
OSHAWA RAILWAY COMPANY		
Dominion Statute	68	1921
Act respecting.		
OTTAWA, NORTHERN AND WESTERN RAILWAY CO.		
Dominion Statute	69	1921
Act respecting.		
PORT ARTHUR RAILWAY		
Ontario Statute	119	1921
See Act respecting the Cities of Port Arthur and Fort William.		
SCHOMBERG AND AURORA RAILWAY COMPANY		
See Ontario Statute	24	1921
THOUSAND ISLANDS RAILWAY COMPANY		
Dominion Statute	72	1921
Act respecting.		
TORONTO AND YORK RADIAL RAILWAY		
Ontario Statute	23	1921
See Act respecting the purchase by the City of Toronto of the assets of certain companies.		
TORONTO AND YORK RADIAL RAILWAY		
Ontario Statute	24	1921
See an Act to authorize the purchase and operation of certain radial railways by the Hydro-Electric Power Commission of Ontario on behalf of the City of Toronto.		

TABLES A, B AND C

The following tables A, B and C have been compiled for the purpose of showing the various subsidies voted from July 1, 1867, by the Province of Ontario to Railways constructed wholly or partly within the Province.

Table A sets forth the subsidies voted by the Province of Ontario to the various Railways therein mentioned. These subsidies, however, have not all been paid in cash. In some cases the Railways have received the whole amount in cash, others have received the whole amount in certificates of the Province of Ontario, bearing interest at the rate of 3½ per cent. per annum, while others have received payment partly in cash and partly in certificates of Ontario with interest at 3½ per cent.

Table B shows what cash the Railways have received, the amounts which the Province has paid in respect of the certificates, and the amount of outstanding certificates. The amounts set forth in the total column in Table B represent the amounts paid to Railway Companies respectively, together with the amount of the unredeemed certificates issued to such Railways. The difference between the gross sum of the subsidies voted and the total amount paid by the Government to Railways and the unpaid liability due by the Government in respect of such subsidies is made up of the interest at the rate of 3½ per cent. for the term of years over which the payment of the Government is distributed.

Table C is a statement showing amounts payable annually for certificates issued by the Treasurer of the Province for "Aid to Railways" and Annuities.

NOTE.—These following statements are taken from the Public Accounts for the year ending 31st October, 1921.

TABLE A

AID TO RAILWAYS FROM CONFEDERATION TO OCTOBER 31ST, 1921

Name of Railway	Miles	Rate	Voted Subsidy
Algoma Eastern	53.	$5,000 00	$265,000 00
Algoma Central & Hudson Bay Railway	99.81	2,000 00	199,620 00
Bay of Quinte	28.45	3,000 00	85,350 00
Belleville and North Hastings	22.	3,000 00	66,000 00
Brantford, Norfolk & Port Burwell	33.27	2,000 00	66,540 00
Bruce Mines & Algoma	17.	3,000 00	51,000 00
Canada Central	20.029	2,650 00	53,000 00
do	20.	2,650 00	53,000 00
do	7.531	2,650 00	19,957 15
Canada Southern	62.901	2,000 00	125,802 00
Central Counties	31.	2,000 00	62,000 00
do	7.	1,200 00	8,400 00
Central Ontario	50.500	3,000 00	151,500 00
Cobourg, Peterboro' & Marmora	9.37	2,000 00	18,740 00
Credit Valley	153.061	3,000 00	459,183 00
Canada Atlantic	65.72	4,000 00	262,880 00
Erie & Huron	40.556	2,000 00	81,112 00
Grand Trunk, Georgian Bay & Lake Erie	79.3	2,000 00	158,600 00
Grand Junction	45.86	3,000 00	137,580 00
do	20.	2,000 00	40,000 00
G.T.R. Assignee of Magnetawan River Railway	1.86	cash	10,000 00
Grand Trunk Pacific	188.16	2,000 00	376,320 00
Hamilton & North Western	95.464	2,500 00	238,660 00
do do	48.052	3,000 00	144,156 00
Hamilton & Lake Erie	33.48	2,000 00	66,960 00
Huntsville & Lake of Bays	1.50	cash	10,000 00
Irondale, Bancroft & Ottawa	44.77	3,000 00	134,310 00
James Bay	3.70	4,000 00	14,800 00
Kingston & Pembroke	20.	2,000 00	40,000 00
do	15.	2,650 00	39,750 00
do	11.58	3,250 00	37,635 00
do	13.74	7,000 00	96,180 00
do	28.42	8,000 00	237,360 00
Lake Simcoe Junction	26.50	2,000 00	53,000 00
Lindsay, Bobcaygeon & Pontypool	17.53	3,000 00	52,590 00
London, Huron & Bruce	69.146	2,000 00	138,292 00
Montreal and Ottawa	50.	2,000 00	100,000 00
Midland	20.40	2,000 00	40,800 00
do	19.60	2,250 00	44,100 00
do	14.53	4,000 00	58,120 00
North Simcoe	33.343	2,500 00	83,357 50
Northern Extension	42.72	2,000 00	85,440 00
do	27.68	4,000 00	110,720 00
Ontario & Rainy River	268.20	4,000 00	1,072,800 00
Ontario, Belmont & Northern	9.57	2,000 00	19,140 00
Ottawa, Arnprior & Parry Sound	149.43	3,000 00	448,290 00
Pembroke Southern	18.50	3,000 00	55,500 00
Prince Arthur's Landing	5.995	2,000 00	11,990 00
Prince Edward County	32.	2,500 00	80,000 00
Port Dover & Lake Huron	63.	2,000 00	126,000 00
Port Arthur, Duluth & Western	80.	3,000 00	240,000 00
Parry Sound Colonization	47.75	3,000 00	143,250 00
Stratford & Lake Huron	27.5	2,000 00	55,000 00
Toronto, Grey & Bruce	73.52	3,000 00	220,560 00
do	77.62	2,000 00	155,240 00
Toronto & Nipissing	33.439	2,000 00	66,878 00
do	12.778	3,000 00	38,334 00
Tillsonburg, Lake Erie & Pacific	19.108	2,000 00	38,216 00
Thessalon & Northern	1.929	cash	5,000 00
Victoria	33.442	4,000 00	133,768 00
do	22.310	8,000 00	178,480 00
Wellington, Grey & Bruce	120.638	2,000 00	241,276 00
Whitby, Port Perry & Lindsay	45.745	2,000 00	91,490 00
Ottawa & New York (International Bridge)	.....	certificates	35,000 00
Dominion Bridge Co. (Interprovincial Bridge)	.....	certificates	50,000 00
Totals	2,836.007	.....	8,084,026 65

TABLE B

AID TO RAILWAYS UP TO 31ST OCTOBER, 1921, FROM CONFEDERATION

Name of Railway	Miles	Cash Payments	Certificates paid	Certificates outstanding	Total
		$ c.	$ c.	$ c.	$ c.
Algoma Eastern Railway	53.000	265,000 00	.....	.....	265,000 00
Algoma Central & Hudson's Bay Railway	99.810	199,620 00	.....	.....	199,620 00
Belleville and North Hastings	22.000	.....	114,206 40	.....	114,206 40
Brantford, Norfolk and Port Burwell	33.270	.....	129,353 60	.....	129,353 60
Bruce Mines and Algoma	17.000	1,920 00	43,819 29	47,747 31	98,485 60
Bay of Quinte	28.450	.....	69,662 60	89,566 20	159,228 80
Canada Central	47.560	125,957 15	.....	.....	125,957 15
Canada Southern	62.901	.....	244,559 20	.....	244,559 20
Central Counties	38.000	68,747 26	.....	.....	68,747 26
Central Ontario	50.500	73,500 00	68,631 58	76,886 82	219,018 40
Cobourg, Peterboro' and Marmora	9.370	18,740 00	.....	.....	18,740 00
Credit Valley	153.061	18,702 00	788,648 85	.....	807,350 85
Canada Atlantic	65.720	.....	454,887 60	.....	454,887 60
Erie and Huron	40.556	1,634 47	122,200 40	.....	123,834 87
Grand Trunk, Georgian Bay and Lake Erie	79.300	1,580 00	229,866 00	.....	231,446 00
Grand Junction	65.860	40,000 00	238,067 60	.....	278,067 60
Grand Trunk Railway as Assignee of Magnetawan Railway	1.860	10,000 00	.....	.....	10,000 00
Grand Trunk Pacific	188.160	.....	222,007 72	480,082 68	702,090 40
Hamilton and North Western	143.516	.....	727,697 20	.....	727,697 20
Hamilton and Lake Erie	33.480	66,960 00	.....	.....	66,960 00
Huntsville and Lake of Bays	1.500	10,000 00	.....	.....	10,000 00
Irondale, Baneroft and Ottawa	44.770	.....	156,782 88	93,786 72	250,569 60
James Bay Railway	3.700	.....	13,115 70	14,496 30	27,612 00
Kingston and Pembroke	88.740	213,522 50	393,423 20	.....	606,945 70
Lindsay, Bobcaygeon and Pontypool	17.530	.....	41,698 62	56,415 78	98,114 40
Lake Simcoe Junction Railway	26.500	53,000 00	.....	.....	53,000 00

London, Huron and Bruce	69.146		268,8 9 60		268,839 60
Mon real and Ottawa	50.000		110,070 40	76,489 60	186,560 00
Midland Railway	54.530	66,227 50	149,284 40		215,511 90
North Sime e Railway	33.343		144,241 60		144,241 60
Northern Extension Railwa /	70.400	196,188 00			196,188 00
Ontario and Rainy River (Canadian Northern)	268.200		1,013,468 70	987,947 30	2,001,416 00
Ontario, Belmont and Northern	9.570		22,328 50	13,397 10	35,725 60
Ottawa, Arnprior and Parry Sound	149.430		531,439 18	286,252 82	817,692 00
Pembroke Southern	18.500		59,535 96	44,004 84	103,540 80
Prince Arthur's Landing	5.995		20,747 20		20,747 20
Prince Edward County	32.000		155,520 00		155,520 00
Port Dover and Lake Huron	63.000	126,000 00			126,000 00
Port Arthur, Duluth and W stern (Can. Northern)	80.000	15,571 54	339,306 00	108,438 00	463,315 54
Parry Sound Colonization	47.750		185,761 29	81,485 91	267,247 20
Stratford and Lake Huron	27.500	55,000 00			55,000 00
Toronto, Grey and Bruce	151.140	285,182 00	176,182 40		461,364 40
Toronto and Nipissing	46.217	105,212 00			105,212 00
Tillsonburg, Lake Erie and Pacific	19.108		44,537 91	26,757 29	71,295 20
Thessalon and Northern	1.929	5,000 00			5,000 00
Victoria	55.752	33,442 00	503,875 20		537,317 20
Wellington, Grey and Bruce	120.638	241,276 00			241,276 00
Whitby, Port Perry and Lindsay	45.745	40,000 00	89,790 40		129,790 40
Ottawa and New York (International Bridge)			34,281 24	31,016 36	65,297 60
Dominion Bridge Co. (Interprovincial Bridge)			47,808 05	45,475 95	93,284 00
Totals	2,836.007	2,337,982 42	7,955,645 47	2,560,246 98	12,853,874 87

NOTE.—Present Value of Railway Certificates outstanding, October 31st, 1921, $1,865,666 18

TABLE—C

Statement showing amounts payable annually for certificates issued by the Treasurer of the Province for "Aid to Railways" and Annuities.

Year.	Railway Aid Certificates.	Annuities.	Year.	Railway Aid Certificates.	Annuities.
	$ c.	$ c.		$ c.	$ c.
			Forward.....	1,873,417 96	872,850 00
			1936.....	105,090 01	16,700 00
1921.....	.....	51,450 00	1937.....	94,459 80	9,200 00
			1938.....	90,961 80	2,850 00
1922.....	139,112 54	102,900 00	1939.....	86,122 35	.....
1923.....	139,112 54	102,900 00	1940.....	82,239 02	.....
1924.....	139,112 54	96,200 00	1941.....	67,943 75	.....
1925.....	139,112 54	82,500 00	1942.....	31,818 40	.....
1926.....	139,112 54	69,350 00	1943.....	24,920 51	.....
1927.....	139,112 54	56,950 00	1944.....	22,695 08	.....
1928.....	139,112 54	50,700 00	1945.....	18,251 86	.....
1929.....	139,112 54	50,700 00	1946.....	18,251 86	.....
1930.....	138,412 94	50,700 00	1947.....	18,251 86	.....
1931.....	134,914 94	43,700 00	1948.....	18,251 86	.....
1932.....	127,918 94	32,700 00	1949.....	6,871 26	.....
1933.....	125,120 54	28,700 00	1950.....	699 60	.....
1934.....	123,021 74	28,700 00			
1935.....	111,128 54	24,700 00			
Forward...	1,873,417 96	872,850 00	TOTALS....	2,569,246 98	901,600 00

NOTE.—Present value of Railway Certificates, October 31st, 1921 (interest 1¾ per cent. half yearly).....$1,865,666 18

Present value of Annuities, October 31st, 1921 (interest 1¾ per cent. half yearly)..... $749,342 59

SELECTED FROM THE EIGHTH ANNUAL REPORT OF THE ONTARIO SAFETY LEAGUE

We are enabled to present a gratifying report of the work of the League for the year ending December 31st, 1921, on account of the support and co-operation that has been accorded us by many industrial companies and organizations throughout Ontario. It is a pleasure to express our appreciation specifically of assistance rendered us by the Government of the Province, the Ontario Railway and Municipal Board, the Workmen's Compensation Board, the Department of Labor, the Highways Department, and other Branches of the Government; the City Councils of Toronto, Hamilton, Ottawa and London; the Ontario Motor League; the Boards of Education in numerous cities and towns; the Fire and Police Departments; the Boards of Trade and Chambers of Commerce; the District Labour Councils; the Public Libraries; the Principals and Teachers in the Schools; the Industrial Employer and Safety men and women workers. These and many others have given us generously of their time, money and effort.

The League holds membership in the following: The Safety Institute of America, New York; The New York National Committee for the Prevention of Blindness, New York; the National Association of Industrial Accident Boards and Commissions; the National Safety Council, Chicago; the American Academy of Political and Social Science, New York; the Canadian National Safety League, Toronto; the Canadian Electric Railway Association; the Canadian Good Roads Association, Montreal; the Dominion Association of Fire Chiefs; the Canadian Public Health Association; the Ontario Fire Prevention League, and is represented on the Board of Trade, Toronto.

Again we are called upon to perform the pleasant duty of thanking our Safety friends in Canada, England and the United States, for information furnished us from time to time throughout the year. Our Exchanges, of which there are over one hundred, have been a great help in our Safety Work, especially as little or no Safety literature is copyrighted.

The members of our Executive Committee have generously devoted themselves to the work, and given of their time and energies gratuitously. They are really the body and backbone of our organization. Their efforts are responsible for its continued growth, spread, and constantly increasing good results. No part of our campaign has been more important, or will bear fruit longer than that in the schools. Safety work among the care-free children seems to be the most important, the most satisfactory, and the best appreciated of anything we have done.

SYNOPSIS OF 1921 CAMPAIGN OF ONTARIO SAFETY LEAGUE

In 1921, the League carried on a large correspondence with manufacturers, motorists, street-car men and others, asking co-operation in prevention of accidents and fires.

Showed safety motion pictures and lantern slides to thousands of school children, workers in industry and the public generally.

Distributed bulletins and other safety literature in over 100 towns and cities in Ontario.

Placed safety signs in street cars and elsewhere.

Conducted Essay Competition in the schools of Ontario.

Conducted Drawing Contest in the schools of Ontario.

Held a two-day Safety Convention in April, at which important papers were read and discussed by representatives of industry from Ontario, Quebec, Nova Scotia and Manitoba.

DISTRIBUTED THE FOLLOWING LITERATURE:

113,000	School Bulletins.
80,100	Industrial Bulletins.
34,300	Special Bulletins.
20,200	Traffic Bulletins.
259,000	Pay Envelope Slips.
28,270	Circulars and Circular Letters.
27,000	Special Leaflets, Reports, etc., etc.
11,000	Calendars.
135,000	Motorists Cards.
$277.00	In Cartoon Contest Prizes.
$200.00	In Essay Contest Prizes.

ONTARIO SAFETY LEAGUE

189 CHURCH STREET. TORONTO.

LET'S MAKE 1922 SAFER

In 1921, there were 63 fatal accidents less in Toronto than in 1920. The Ontario Safety League has carried the message of Safety to many places throughout the Province. In a movement of this kind, which is Province-wide, there should be no one who does not feel called upon to sanction and support it. To get the maximum results, we must have the full co-operation of all. No one is too old or too young to learn. It is not "tough luck" if you are hurt—there is always a cause. "Accidents do not happen, they are caused." The number of Individual, Public and Industrial accidents every day are a constant menace that demands renewed effort to spread the gospel of Safety. We must teach the child, we must impress upon his or her carefree mind, the necessity for watchfulness and carefulness always, in the home, on the streets, at all times and in all places. "The child is the father of the man." The children can take the Safety message to their parents. Teaching Safety is not a day's work or a week's work, but the work of a lifetime, and eternal vigilance is its watchword.

ANNUAL REPORT OF THE BUFFALO AND FORT ERIE FERRY AND RAILWAY COMPANY.

For the Year Ending Dec. 31st, 1921.

General Information

Name of Municipality or Municipalities in which railway operates: Township of Bertie and Village of Fort Erie, Welland County.
Name of Company: Buffalo and Fort Erie Ferry and Railway Co.
Date of Incorporation: 1916, By Bill No. 56 of Parliament of Ontario.
Dates of Subsequent Legislation: None.
Amount paid to Municipality per year per mile of track: None.
Further amounts, if any, paid to Municipality by way of percentage earnings: None.
Total amount paid Municipality during year for franchise: None.
Total Taxes paid during year to Municipality on valuation of $5,800.00. None
Amount of Aid received from Municipality, if any: None.
Cost per horse power for motive power used in operating plant: No records.
Cost of power per kilowatt per hour: None.
Cost of power per car mile: No records.
Average speed of cars: No records.
State if power is purchased or generated by Company: Steam R. R. Line.
State if power is generated by steam or water power: Steam.
Give number of power houses: None.

General Exhibit for the Year

Gross earnings from operation		$16,813 30
Operating expenses		13,509 17
Net Earnings from operation		$3,304 13
Miscellaneous income:		
.....		
.....		
Total miscellaneous income		.....
Gross income above operating expenses		$3,304 13
Charges upon income accrued during the year:		
Interest on funded debt		.....
Interest and discount on unfunded debts and loans		.....
Taxes, Municipal	.....	
Taxes, Provincial	.....	
Taxes, Commutation	.....	
Rentals of leased railways:		
.....		.....
.....		.....
.....		.....
		.....
Other deductions from income:		
.....		.....
.....		.....
Total charges and deductions from income		.....
Net divisible income		$3,304 13
Total dividends declared		.....
Surplus for the year ending Dec. 31, 1921		$3,304 13
Amount of surplus or deficit, Dec. 31, 1920		4,449 10
Credits to profit and loss account during the year		.....
Total credits††		.....
Debits to profit and loss account during the year:		
.....	.....	
.....	.....	
.....	.....	
Total debits	.....	
Net amount credited to profit and loss		.....
Total surplus or deficit, Dec. 31, 1921		.....

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	$16,683 50
" carriage of mails	.....
" carriage of express and parcels	.....
" carriage of freight	129 80
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars	.....
" interest on deposits	.....
Other earnings from operation	.....
Gross earnings from operation	$16,813 30

Expenses of Operation

General expenses:	
Salaries of general officers and clerks and attendants	.....
General office expenses and supplies	.....
Legal expenses	.....
Insurance	.....
Switching charges, if any	.....
Other general expenses	.....
Maintenance of Roadbed and buildings:	
Repair of roadbed and track	.....
Repair of electric line construction	.....
Repair of buildings	.....
Maintenance of equipment:	
Repair of cars	.....
Repair of electric equipment of cars	.....
Repair of miscellaneous equipment	.....
Provender and stabling	.....
Transportation Expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	.....
Wages and compensation of persons employed in conducting transportation	.....
Removal of snow and ice	.....
Damages for injuries to persons and property	.....
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses	.....
Total operating expenses	.....

Property Accounts—Additions and Deductions During the Year

Additions to railway:	
Extension of tracks (length.....feet)	.....
New electric line construction (length.....feet)	.....
Other additions to railway	.....
Total additions to railway	.....
Additions to equipment:	
Additional cars (.....in number)	.....
Electric equipment of same	
Other additional rolling stock	
Other additions to equipment	
Total additions to equipment	.....
Additions to land and buildings:	
Additional land necessary for operation of railway	
New electric power stations, including machinery, etc	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	
Total additions to land and buildings	.....
Additions to other permanent property	.....
Total additions to other permanent property	.....
Total additions to property accounts	.....

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
.....		.....
Total deductions from property accounts		.....
Net addition to property accounts for the year		.....

GENERAL BALANCE SHEET—DEC. 31, 1921.

ASSETS

Cost of railway:		
Roadbed and tracks	$79,899 84	
Electric line construction, including poles, wiring, feeder lines, etc		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		$79,899 84
Cost of equipment:		
Passenger cars and other rolling stock	$18,650 00	
Electric equipment of same		
Other items of equipment	1,750 00	
Total cost of equipment owned		$20,400 00
Cost of land and buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		.....
Other permanent property		
Total cost of other permanent property owned		.....
Total permanent investments		$100,299 84
Cash and current assets:		
Cash	$4,150 00	
Bills and accounts receivable		
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		$4,150 00
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		.....
Profit and loss balance—deficit		.....
Total		$104,449 84

LIABILITIES

Capital stock, common	$100,000 00
preferred	.....
Total capital stock	.....
Funded debt	.....
Real estate mortgages	.....
Current liabilities:	
Loans and notes payable	
Audited vouchers and accounts	
Salaries and wages	
Dividends not called for	
Matured interest coupons unpaid	
Rentals due and unpaid	
Miscellaneous current liabilities	
Total current liabilities	.....

Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds		
Total sinking and other special funds		
Profit and loss balance—surplus		
Total		$100,000 00

Capital Stock—Real Estate Mortgages

Capital Stock:		
Capital stock authorized by law, common	$500,000 00	
preferred		
Total capital stock authorized by law		
Capital stock authorized by votes of company, common	$100,000 00	
preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		$100,000 00
preferred		
Total capital stock outstanding		$100,000 00
Amount paid in on.....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		
Number of shares issued and outstanding, common		
preferred		
Total number of shares outstanding		
Number of stockholders, common		
preferred		
Total number of stockholders	7	
Amount of stock held, common		
preferred		
Total stock held		

Real Estate Mortgages

Funded Debt—Sinking and Other Special Funds

Sinking and Other Special Funds

Volume of Traffic, etc.
- Number of passengers paying revenue carried during the year.....
- Number carried per mile of main railway track operated.....
- Number of car miles run.....
- Average number of persons employed.....
- If the Company commenced operation during the year, give the date.....
- Average amount received from each passenger.....
- Amount of passenger earnings per mile of road.....

Freight:
- Number of tons freight earning revenue.....
- Number of tons freight carried per mile of road.....
- Average amount received for each ton of freight.....
- Average receipts per ton of freight per mile.....
- Average rate of speed of passenger cars per hour.....
- Average rate of speed of freight cars per hour.....

Description of Equipment

Box passenger cars.....
Open passenger cars.....

Miscellaneous Equipment

	Total Number
Barges and omnibus	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned leased etc.	Total operated
Length of railway line					
Length of second main track					
Total length of main track					
Length of sidings, switches, etc.					
Total, computed as single track					
Length of line under construction					

Description of Freight Carried

For the year ending Dec. 31, 1921

Flour		Grain		Live Stock		Lumber		Fuel		All articles	Total tonnage	Remarks
Blbs.	Tons	Bush.	Tons	No.	Tons	Ft.BM	Tons	Cords	Tons			

DESCRIPTION OF ROADBED, ETC.

Names of the several cities and towns in which the railways operated by the Company are located:

GRADE CROSSINGS WITH RAILROADS, ETC.

SUMMARY OF ACCIDENTS TO PROPERTY

ACCIDENTS TO PERSONS

WAGES STREET RAILWAY CO.'S OR RADIAL RAILWAYS

	No. employed	Average No. of hours on duty per day	Wages per Day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors					
Conductors					
Motormen					
Starters					
Roadmen					
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature Winders					
Machinists and Mechanics					
Car cleaners					
Average number of employees					
Watchmen					
Switchmen and crossing tenders					

CORPORATE ORGANIZATION

Corporate name and address of the Company.

Buffalo and Fort Erie Ferry and Railroad Company, 408 D. S. Morgan Bldg., Buffalo, N.Y.

Names and business address of principal officers:

President—Frank V. E. Bardol, Morgan Bldg., Buffalo, N.Y.
Vice-President—Ray M. Stanley, Morgan Bldg., Buffalo, N.Y.
Treasurer—Wm. P. Luedeke, Morgan Bldg., Buffalo, N.Y.
General Counsel—Ray M. Stanley, 1025 Marine Trust Bldg., Buffalo, N.Y.
Name of officer, and address, to whom correspondence regarding this report should be addressed—Ray M. Stanley, Gen. Counsel, 1025 Marine Trust Bldg., Buffalo, N.Y.

Names and residence of Board of Directors:

Frank V. E. Bardol, Buffalo, N.Y.
Ray M. Stanley, Buffalo, N.Y.
Wm. P. Luedeke, Buffalo, N.Y.
George T. Roberts, Buffalo, N.Y.
Lillian C. Wagner, Buffalo, N.Y.

ANNUAL REPORT OF THE

CORNWALL STREET RAILWAY, LIGHT AND POWER CO., LTD.

For the Year Ending Dec. 31, 1921

General Information

Name of Municipality or Municipalities in which railway operates: Cornwall, Ont.
Name of Company: The Cornwall Street Railway, Light and Power Co., Ltd.
Date of Incorporation: Letters Patent, April 18th, 1902.
Date of Expiry of Franchise: September 1st, 1934.
Total taxes paid during year to Municipality: $1,286.99.
Amount of aid received from Municipality, if any: None.
Power consumed per car mile in kilowatt hours: No meter.
Average speed of cars: Passenger—9 miles; Freight—5 miles per hour.
State if power is purchased or generated by Company: Generated by Company.
State if power is generated by steam or water power: Water power.
Give number of power houses: One.

General Exhibit for the Year

Gross earnings from operation		$53,932 82
Operating expenses		46,112 86
Net Earnings from operation		7,819 96
Miscellaneous income:		
Special cars, park, boathouse, etc.	$3,699 91	
Car checking, gasoline and oil	1,421 76	
Total miscellaneous income		5,121 67
Gross income above operating expenses		$12,941 63
Charges upon income accrued during the year:		
Interest on funded debt		.....
Interest and discount on unfunded debts and loans		.....
Taxes, Municipal	$1,241 99	
Taxes, Provincial	45 00	
Taxes, Commutation		
	1,286 99	.....
Rentals of leased railways:		
.....		.....
.....		.....
		.....
Payments to sinking and other special funds:		
.....		.....
.....		.....
		.....
Other deductions from income:		
Park, Boathouse, etc.	$3,756 54	
	3,756 54	
Total charges and deductions from income		5,043 53
Net divisible income		$7,898 10
Total dividends declared		.....
Surplus for the year ending Dec. 31, 1921		$7,898 10
Amount of surplus, Dec. 31, 1920		24,059 39
Credits to profit and loss account during the year		.....
Sundry interest	1,269 99	
	1,269 99	
Total Credits		.....

Debits to profit and loss account during the year:		
Depreciation Reserve	$5,000 00	
Income Tax 1919 & 1920 & 1920 Adjustments	1,415 64	
Total debits	$6,415 64	
Net amount debited to profit and loss		$5,145 65
Total surplus, Dec. 31, 1921		$26,811 84

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	$30,500 05
" carriage of mails	1,191 66
" carriage of express and parcels	.....
" carriage of freight	21,642 11
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars	599 00
" interest on deposits	.....
Other earnings from operation	.....
Gross earnings from operation	$53,932 82

Expenses of Operation

General expenses:	
Salaries of general officers and clerks and attendants	2,414 60
General office expenses and supplies	595 41
Legal expenses	83 00
Insurance	2,035 60
Switching charges, if any	.....
Other general expenses, telephone, advertising etc	104 09
Maintenance of roadbed and buildings:	
Repair of roadbed and track	2,965 94
Repair of electric line construction	445 91
Repair of buildings	3 62
Maintenance of equipment:	
Repair of cars	8,858 55
Repair of electric equipment of cars	5,325 98
Repair of miscellaneous equipment	660 54
Provender and stabling	.....
Transportation Expenses:	
Cost of electric motive power, $2,332.03; less power sold, $145.50; net	2,186 53
Wages and compensation of persons employed in conducting transportation	16,461 48
Removal of snow and ice	146 51
Damages for injuries to persons and property	304 57
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses—Carhouse	1,521 05
Miscellaneous transportation expense	1,999 48
Total operating expenses	$46,112 86

Property Accounts—Additions and Deductions during the Year

Additions to railway:		
Extension of tracks (length.....feet)		.....
New electric line construction (length.....feet)		.....
Other additions to railway, Laying concrete vibration wall along part of main track	$13,131 67	
Total additions to railway		13,131 67
Additions to equipment:		
Additional cars (.....in number)		.....
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment. New motor generator	9,166 50	
Total Additions to equipment		9,166 50

Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		
Additions to other permanent property:		
Total additions to other permanent property		
Total additions to property accounts		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of Sidings	$4,784 00	
" " Track material	782 47	
Total deductions from property accounts		$5,566 47
Net addition to property accounts for the year		$16,731 70

GENERAL BALANCE SHEET—DEC. 31, 1921

ASSETS

Cost of railway:		
Roadbed and tracks		
Electric line construction, including poles, wiring, feeder lines, etc		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		
Cost of equipment:		
Passenger cars and other rolling stock		
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		
Cost of land and buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		$242,404 71
Cash and current assets:		
Cash	$2,613 31	
Bills and accounts receivable	4,794 57	
Sinking and other special funds—deferred charges	458 45	
Other cash and current assets—Victory bonds	60 00	
Glengarry & Stormont Railway stock at nominal value	36 45	
Advance to Stormont Electric Co	12,832 50	
Total cash and current assets		20,795 28
Miscellaneous assets:		
Materials and supplies	2,375 78	
Other assets and property		
Total miscellaneous assets		2,375 78
Profit and loss balance—deficit		
Total		$265,575 77

LIABILITIES

Capital stock—common		$100,000 00
preferred		100,000 00
Total capital stock		$200,000 00
Funded debt		
Rea estate mortgages		
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts	$1,941 43	
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
Total current liabilities		1,941 43
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities—Insurance	$22 50	
Total Accrued Liabilities		22 50
Sinking and other special funds:		
Reserve for depreciation	$33,500 00	
Reserve for outstanding tickets	100 00	
Reserve for injuries and damages	3,200 00	
Total Sinking and Other Special Funds		36,800 00
Profit and loss balance—surplus		26,811 84
Total		$265,575 77

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital Stock:		
Capital stock authorized by law, common	$100,000 00	
preferred	100,000 00	
Total capital stock authorized by law	$200,000 00	
Capital stock authorized by votes of company, common		
preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		$100,000 00
preferred		100,000 00
Total capital stock outstanding		$200,000 00
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$200,000 00
Number of shares issued and outstanding, common		
preferred		
Total number of shares outstanding		
Number of stockholders, common		
preferred		
Total number of stockholders		
Amount of stock held, common		
preferred		
Total stock held		

REAL ESTATE MORTGAGES

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
Totals				

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
Totals				

SINKING AND OTHER SPECIAL FUNDS

Amount Dec. 31, 1920, of Reserve for depreciation fund		$28,500 00
of Reserve for injuries and damages fund		3,200 00
of Reserve for outstanding tickets		100 00
Total, Dec. 31, 1920		31,800 00
Additions during the year to Reserve for Depreciation fund	5,000 00	
		5,000 00
Total including additions		$36,800 00
Deductions during the year from		
Total sinking and other special funds, Dec. 31, 1921		$36,800 00

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	635,885
Number carried per mile of main railway track operated	158,971
Number of car miles run—Passenger	196,000
Freight	17,900
Average number of persons employed	29
If the company commenced operation during the year, give the date	
Average amount received from each passenger	4.74
Amount of passenger earnings per mile of road	$7,625.01
Freight:	
Number of tons freight earning revenue	83,850
Number of tons freight carried per mile of road	12,000
Average amount received for each ton of freight	20c.
Average receipts per ton of freight per mile	3.08c.
Average rate of speed of passenger cars per hour	9
Average rate of speed of freight cars per hour	5

Description of Equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow Plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	8	..	..	2	....	....	....	....	..	..	..	..	1	....	....	....
Open passenger cars	1	..	..	....	....	....	....	....	..	..	..	..	....	....	....	....

Miscellaneous Equipment

	Total Number
Barges and omnibuses	.....
Carts and snow sleds	.....
Other railway rolling stock	.....
Other highway vehicles	.....
Horses	.....
Other items of equipment	.....

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	4	.....	.....	4	4
Length of second main track	.....	.....	.....	.....	.....
Total length of main track	4	.....	.....	4	4
Length of sidings, switches, etc.	2½	.....	.....	2½	2½
Total, computed as single track	6½	.....	.....	6½	6½
Length of line under construction	.....	.....	.....	.....	.....

Description of Freight Carried

For year ending Dec. 31, 1921

Flour		Grain		Live Stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush	Tons	No.	Tons	Ft.BM	Tons	Cords	Tons			
.....	280	.....	3410	...	.....	.....	37000	.....	41000	2160	83850	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Description of Roadbed, Etc.

.....
.....
.....

Names of the several cities and towns in which the railways operated by the Company are located: Cornwall, Ont.

Grade Crossings with Railroads, Etc.

.....
.....
.....

Summary of Accidents to Property
Dec. 31, 1921

.....
.....
.....

ACCIDENTS TO PERSONS

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees		1				1
Other persons						
Total		1				1

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

	No. employed	Average No. of hours on duty per day	Wages per Day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors—car checker	1	11	....	....	4 40
Conductors					
Motormen	1	12	....	....	6 00
One-man car operators	8	10	3 50	3 70	4 00
Roadmen	6	9½	3 50	3 70	4 20
Linemen					
Engineers—Power House operator	3	8	....	....	3 66
Blacksmiths					
Firemen					
Electricians	1	9½	....	....	4 75
Armature Winders					
Machinists and mechanics—Repair men	4	9½	3 50	3 70	4 00
Car cleaners					
Average number of employees	29				
Watchmen	1	12	....	....	
Switchmen and crossing tenders—park	1	12			3.50
office	3	9	....	....	

CORPORATE ORGANIZATION

Corporate name and address of the company:
Cornwall Street Railway, Light and Power Company, Limited, Cornwall, Ont.
Names and business address of principal officers:
President—Samuel Hamilton Ewing, 102 King Street, Montreal.
Vice-President—Wm. Hodge, Cornwall, Ont.
Treasurer—Ernest A. MacNutt, c/o Sun Life Assurance Co., Montreal.
Auditor—P. S. Ross & Sons, Montreal.
General Manager—W. L. Macfarlane, Cornwall, Ont.
Name of officer, and address, to whom correspondence regarding this report should be addressed—W. L. Macfarlane, manager, Cornwall, Ont.

Names and residence of Board of Directors:
Samuel Hamilton Ewing, 102 King Street, Montreal.
John Redpath Dougall, 226 Craig Street, Montreal.
Thomas Bassett Macaulay, Sun Life Assurance Company, Montreal.
A. B. Colville, Sun Life Assurance Company, Montreal.
Wm. Hodge, Cornwall, Ont.

ANNUAL REPORT OF THE

FORT WILLIAM ELECTRIC RAILWAY COMPANY

For the Year Ending Dec. 31st, 1921

General Information

Name of municipality or municipalities in which railway operates: City of Fort William
Name of company: Fort William Electric Street Railway.
Date of incorporation: April 4, 1908—Sec. 2, Chap. 80-8, Edw. VII.
Dates of subsequent legislation: April 13, 1909—Sec. 7, Chap. 106-9, Edw. VII.
Date of expiry of franchise: Owned by City.
State if power is purchased or generated by company: Purchased.
State if power is generated by steam or water power: Water.
Give number of power houses: One.

General Exhibit for the Year

Gross earnings from operation		$193,242 73
Operating expenses		170,135 85
Net earnings from operation		$23,106 88
Miscellaneous income:		
Levy from City	$64,999 67	
Balance Trans. from Fire Ins. Loss	7,191 60	
Total miscellaneous income		72,191 27
Gross income above operating expenses		$95,298 15
Charges upon income accrued during the year:		
Interest on funded debt including proportion to G. T. P. Bridge	$65,184 33	
Interest and discount on unfunded debts and loans		
Taxes, Municipal		
Taxes, Provincial		
Taxes, Commutation		
Rentals of leased railways		
Payments to sinking and other special funds	35,509 20	
Other deductions from income		
Total charges and deductions from income		100,693 53
Net divisible income		5,395 38
Dividends declared .....per cent on $		
.....per cent on $		
Total Dividends declared		.....
Deficit for the year ending Dec. 31, 1921		5,395 38
mount of surplus or deficit Dec. 31, 1920		
redits to profit and loss account during the year		
Earned from Sinking Fund		5,328 97
above requirements		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		.....
Total deficit, Dec. 31, 1921		$66 41

Earnings and Expenses of Operation

Earnings from operation:		
Receipts from passengers carried		$190,472 56
" carriage of mails		860 50
" carriage of express and parcels		.....
" carriage of freight		.....
" tolls for use of tracks by other companies		.....
" rentals of buildings and other property		.....
" advertising in cars		833 50
" interest on deposits		.....
Other earnings from operation: Mileage charge against Port Arthur		1,076 17
Gross earnings from operation		$193,242 73
Expenses of operation:		
General expenses:		
Salaries of general officers and clerks and attendants		6,237 80
General office expenses and supplies		1,427 15
Legal expenses		1,250 12
Insurance		4,118 11
Switching charges, if any	Auto Main. 202 95 Sundry.... 153 45	
Other general expenses:		356 40
Claims		619 85
Maintenance of roadbed and buildings:		
Repair of roadbed and track		17,133 04
Repair of electric line construction		1,856 67
Repair of buildings		76 85
Maintenance of equipment:		
Repair of cars		15,700 20
Repair of electric equipment of cars		11,755 99
Repair of miscellaneous equipment		124 98
Provender and stabling		2,340 78
Transportation expenses:		
Cost of electric motive power, $.....; less power sold, $.....; net		22,720 00
Wages and compensation of persons employed in conducting transportation		74,648 78
Removal of snow and ice		623 97
Damages for injuries to persons and property		
Tolls for trackage over other railways		
Rentals of buildings and other property		
Other transportation expenses—car heating and supplies	6,221 07	
Lubricants	815 69	
Motor generators	2,108 40	9,145 16
Total operating expenses		$170,135 85

Property Accounts—Additions and Deductions during the Year

.....
.....
.....

General Balance Sheet—Dec., 31, 1921

Assets

Cost of railway:		
Roadbed and tracks	$587,900 43	
Paving Victoria Avenue	25,000 00	
Mt. McKay and Kakabeka Falls Railway	9,000 00	
Other items of railway cost—Port Arthur end	49,399 79	
Total cost of railway owned		$671,300 22
Cost of equipment:		
Passenger cars and other rolling stock	$120,909 54	
Electric equipment of same	46,750 00	
Other items of equipment—Murphy Park	$ 1,245 06 6,256 33	
General	20,971 25 22,216 31	
Total cost of equipment owned		196,132 18

Cost of land and buildings:		
Land necessary for operation of railway	$19,593 11	
Electric power stations, including equipment	33,967 39	
Other buildings necessary for operation of railway	66,544 60	
Total cost of land and buildings owned		$120,105 10
Other permanent property:		
Construction material including loaned to Canada Car and Foundry Company		
Total cost of other permanent property owned		104,462 50
Total permanent investments		1,092,000 00
Cash and current assets: (Nominal Assets deficits to 1918)		
Cash	425 00	
Bills and accounts receivable	796 38	
Sinking and other special funds	361,299 43	
Other cash and current assets:		
Stores	$ 9,709 40	
Unexpired insurance	1,006 54	
Total cash and current assets		373,236 75
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		1,690,236 75
Profit and loss balance—deficit		268,428 63
Total		$1,958,665 38

LIABILITIES

Capital stock—common		.....
preferred		.....
Total capital stock		.....
Funded debt		$1,317,000 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities: Tickets in circulation	$ 786 31	
Accident reserve	5,720 22	
Reserve for car completion	1,000 00	
Total current liabilities		7,506 53
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Special Reserve for nominal assets		201,645 51
Less sinking fund reductions		71,213 91
Sinking and other special funds		361,299 43
Profit and loss balance—surplus		.....
Total		1,958,665 38

CAPITAL STOCK—REAL ESTATE MORTGAGES

.....
.....
.....

Funded Debt—Sinking and Other Special Funds

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
3 L. 509—Award 1908	5%	Oct. 1, 1938	$52,000 00	$2,600 00
617—General	4½%	Feb. 1, 1939	170,000 00	7,650 00
699—St. Cars	4½%	Aug. 1, 1924	13,500 00	607 50
732—General	4½%	Feb. 1, 1940	137,000 00	6,165 00
606—Mt. McKay Railway	4½%	Feb. 1, 1929	9,000 00	405 00
845—Paving	4½%	Feb. 1, 1926	20,000 00	900 00
853—General	4½%	Feb. 1, 1941	67,000 00	3,015 00
863—St. Cars	4½%	Feb. 1, 1926	40,500 00	1,822 50
1019—Paving	4½%	June 1, 1926	5,000 00	225 00
1193—General	5%	Aug. 1, 1942	200,000 00	10,000 00
1292—General	5%	Feb. 1, 1933	140,000 00	7,000 00
1390—General	5%	Feb. 1, 1944	238,000 00	11,900 00
1830—General	5%	Feb. 1, 1938	225,000 00	11,250 00
Totals			$1,317,000 00	$63,540 00

Sinking and other Special Funds

Amount December 31, 1920, of sinking fund	$316,301 18
of.....fund	.....
Total, Dec. 31, 1921	44,998 25
Additions during the year to.....fund	
to.....fund	
Total including additions	361,299 43
Deductions during the year from.....fund	
from.....fund	
Total sinking and other special funds, December 31, 1921	361,299 34

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	3,120,410
Number carried per mile of main railway track operated	173,356
Number of car miles run	647,734
Average number of persons employed	64
If the company commenced operation during the year, give date	
Average amount received from each passenger	6.1 cents
Amount of passenger earnings per mile of road	$8,477 12
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	10.9 M.P.H.
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator Cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows and work car	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	18	5	...	...	...	...	...	...	...	...	...	1	1	19	25	1
Open passenger cars	1	....	...	...	....	...	...	...	...	...	...	....	....	....	....	....

Miscellaneous Equipment

	Total Number
Barges and omnibuses	
Carts and snow sleds	1
Other railway rolling stock. Flat cars	2
Other highway vehicles	1 Ford Car
Horses	
Other items of equipment. Hand car	1
Passenger cars	5

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line.... S.T.	8.706	.....	.....	.....	.....
Extensions of 2nd main tr'k S.T.	13.033	.....	.....	.....	18.011
Total length of main line..	21.739	.....	.....	.....	.....
Length of sidings, switches, etc	.730	.....	.....	.....	.....
Total, computed as single track.....	22.469	.....	.....	.....	.....
Length of line under construction.....	.....	.....	.....	.....	.....

Description of Freight Carried

For Year Ending Dec. 31, 1921

.....	
.....	
.....	

Description of Roadbed, Etc.

Rails		Weight per yard		No. of ties to mile	General Remarks
Steel	Iron	Steel	Iron		
.....		60	.....	2640	Outside construction on extensions
.....		87	.....	2640	Paved streets laid on concrete
.....		90	.....	1320	" " " "

Names of the several cities and towns in which the railways operated by the company are located: Port Arthur and Fort William.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.. in number), viz.:—				
With C.N.R. at Vic. Ave	Unp.	B. O. 19319		
		B. O. 23983	2	2
Franklin St	Unp.	B. O. 23983		
		B. O. 19319	1	1
Frederica St	Pro.	Half interl'ck		
		B. O. 7601	1	1
Montreal St	Unpro.	.....	1	1
Yonge St	Pro.	B. O. 8087	1	1
With C.P.R. unp. spur, Syndicate Ave	Unp.	10895	1	2
Yonge St	Pro.	8086	5	1
Pacific Ave	Pro.	16571	4	1
Island No. 2	Unp.	.....	1	1
With G.T.R. at Yonge St	Pro.	8089	3	1
Montreal St	Unp.	8089	1	1
Syndicate Ave	Pro.	19811	1	2
Sprague Ave	Pro.	23028	1	1
Mission St	Unp.	20879	1	1
With Industrial Tracks, Montreal	Unp.	.....	1	1
With C.P.R., Montreal St	Unp.	.....	1	1
No. junctions with other railways—One Mt. McKay & Kakabeka Falls Rly	.....	.....	.....	
No. of overhead bridges	.....	.....	.....	
No. of highway crossings	.....	.....	.....	
Height of overhead bridges above rail level	.....	.....	.....	
Radius of sharpest curve	37′	.....	.....	
No. of feet per mile of heaviest gradient	6%	.....	.....	
Gauge of railway	4′ 8½″	.....	.....	
Width of devil strip	6′ 11 1/3″	.....	.....	
Total number of tracks at crossings	.....	.....	26	19
Number of above crossings at which frogs	are inserted i	n the tracks—	—Diamonds	30

SUMMARY OF ACCIDENTS TO PROPERTY

Dec. 31, 1921

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.....

.....

ACCIDENTS TO PERSONS

.....

.....

.....

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

.....

.....

.....

Corporate Organization

Corporate name and address of the company:
Fort William Electric Railway, Fort William, Ont.
Names and business addresses of principal officers:
Mayor—Newton Edmeston
Treasurer—H. James.
Clerk of Corporation—A. McNaughton.
General Counsel—Morris & Babe.
Auditor—P. H. B. Dawson.
General Manager—A. L. Farquharson.
Name of officer, and address, to whom correspondence regarding this report should be addressed:
Name, H. James, Title, Treasurer, Address, City Hall, Fort William.

ANNUAL REPORT OF THE

HAMILTON STREET RAILWAY COMPANY

For the Year Ending Dec. 31, 1921

General Information

Name of Municipality or Municipalities in which railway operates: Hamilton, Ont.
Name of company: The Hamilton Street Railway Company.
Date of incorporation: Ontario, 1873—Chapter 100.
Dates of subsequent legislation: Ontario, 1893—Chapter 90.
Date of expiry of franchise: Hamilton 1928.

Amount paid to municipality per year per mile of track: Barton, $100.00 Hamilton, $400.00	$9,475 04
Further amounts, if any, paid to municipality by way of percentage earnings	78,368 15
Total amount paid municipality during year for franchise	87,843 19
Appraised value of plant and tracks for purposes of taxation	292,870 00
Total taxes paid during year to municipality	10,006 25
Amount of aid received from municipality, if any	None
Power consumed per car mile in kilowatt hours	
Cost per horse power for motive power used in operating plant	
Cost of power per kilowatt per hour	
Cost of power per car mile	3.05c
Average speed of cars	12 miles
State if power is purchased or generated by company	Purchased
State if power is generated by steam or water power	Water and steam
Give number of power houses	None

General Exhibit for the Year

Gross earnings from operation	$984,346 80
Operating expenses	870,869 30
Net earnings from operation	$113,477 50
Miscellaneous income	
Total miscellaneous income	.....
Gross income above operating expenses	$113,477 50

Charges upon income accrued during the year:			
Interest on funded debt		$15,273 80	
Interest and discount on unfunded debts and loans		3,912 67	
Taxes, Municipal	$10,158 94		
Taxes, Provincial	2,339 71		
Taxes, Commutation	87,843 19		
		100,341 84	
Rentals of leased railways			
Payments to sinking and other special funds			
Other deductions from income			
Total charges and deductions from income			119,528 31
Net divisible income			6,050 81
Dividends declared			
Total dividends declared			
Deficit for the Year Ending Dec. 31, 1921			6,050 81
Amount of Surplus, Dec. 31, 1920			497,575 61
Credits to profit and loss account during the year			
Transferred from Reserve		100,000 00	
Total credits		100,000 00	
Debits to profit and loss account during the year			
Dom. Gov't. Income Tax	$2,937 65		
Reserve for Depreciation	244,177 21		
Total debits		247,114 86	
Net amount debited to profit and loss			147,114 86
Total surplus, Dec. 31, 1921			$344,409 94

Earnings and Expenses of Operation

Earnings From Operation	
Receipts from passengers carried	$978,877 49
" carriage of mails	.....
" carriage of express and parcels	.....
" carriage of freight	.....
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	4,513 80
" advertising in cars	725 00
" interest on deposits	.....
Other earnings from operation—Chartered cars	230 50
Gross earnings from operation	$984,346 80

Expenses of Operation

General expenses:	
Salaries of general officers and clerks and attendants	35,907 06
General office expenses and supplies	2,575 96
Legal expenses	2,388 63
Insurance	3,080 90
Switching charges, if any	.....
Other general expenses—Advertising	1,455 53
Incidental	721 85
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	43,179 74
Repair of electric line construction	16,249 23
Repair of buildings	149 07
Maintenance of equipment:	
Repair of cars	88,164 20
Repair of electric equipment of cars	66,981 91
Repair of miscellaneous equipment	.....
Provender and stabling	.....

Transportation expenses:		
Cost of electric motive power, $.....; less power sold, $.....; net		$86,660 04
Wages and compensation of persons employed in conducting transportation		406,664 28
Removal of snow and ice		5,086 56
Damage for injuries to persons and property		39,144 65
Tolls for trackage over other railways		.....
Rentals of buildings and other property		26,106 08
Other transportation expenses—Supplies on cars		22,327 19
Heating and incidental (uniforms)		24,026 42
Total operating expenses		870,869 30

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway:		
Extension of tracks (length.....feet)		
New electric line construction (length.....feet)		
Other additions to railway—Old tracks renewed in concrete	$31,405 58	
Total additions to railway		$31,405 58
Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		.....
Additions to other permanent property		
Total additions to other permanent property		.....
Total additions to property accounts		31,405 58
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Total deductions from property accounts		.....
Net addition to property accounts for the year		$31,405 58

GENERAL BALANCE SHEET

ASSETS

Cost of railway:		
Roadbed and tracks		
Electric line construction, including poles, wiring, feeder lines, etc		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		.....
Cost of equipment:		
Passenger cars and other rolling stock		
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		.....
Cost of land and buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		.....
Other permanent property		
Total cost of other permanent property owned		.....
Total permanent investments		$2,358,453 6

Cash and current assets:		
Cash	$ 325 00	
Bills and accounts receivable	5,771 22	
Sinking and other special funds		
Other cash and current assets—Fire insurance	1,920 00	
Total cash and current assets		$8,016 22
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		.....
Profit and loss balance—deficit		.....
Total		$2,366,469 87

LIABILITIES

Capital stock—Common		$1,205,000.00
Preferred		.....
Total capital stock		$1,205,000.00
Funded debt		320,000.00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	120,100 12	
Audited vouchers and accounts	21,985 10	
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid	1,642 50	
Rentals due and unpaid		
Miscellaneous current liabilities		
Accident insurance reserve	38,311 07	
Maintenance and renewal reserve	70,488 88	
Total current liabilities		252,527 67
Accrued liabilities:		
Interest accrued and not yet due	355 05	
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		355 05
Sinking and other special funds		
Reserve for Depreciation for year 1917 to 1921 incl.	244,177 21	
Total sinking and other special funds		244,177 21
Profit and loss balance—surplus		344,409 94
Total		$2,366,469 87

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital Stock:		
Capital stock authorized by law, common	$1,205,000 00	
preferred		
Total capital stock authorized by law	$1,205,000 00	
Capital stock authorized by votes of company, common		
preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		$1,205,000 00
preferred		.....
Total capital stock outstanding		$1,205,000 00

Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$1,205,000 00
Number of shares issued and outstanding, common	24,100	
preferred	.....	
Total number of shares outstanding	24,100	
Number of stockholders, common	8	
preferred	.....	
Total number of stockholders	8	
Amount of stock held, common		
preferred		
Total stock held		

Real Estate Mortgages

.....
.....
.....

Funded Debt—Sinking and other Special Funds

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
1st Mortgage Bonds	4½	22-12-28	$320,000 00	$15,273 80
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	$320,000 00	$15,273 80

Sinking and Other Special Funds

Amount Dec. 31, 1920, of maintenance and renewal fund		$85,759 61
accident insurance fund		36,554 02
Total, Dec. 31, 1920		$122,313 63
Additions during the year to maintenance and renewal fund		
accident insurance fund	$1,757 05	
		1,757 05
Total including additions		$124,070 68
Deductions during the year from maintenance and renewal fund	15,270 73	
		15,270 73
Total sinking and other special funds, Dec. 31, 1921		$108,799 95

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	23,064,924
Number carried per mile of main railway track operated	684,419
Number of car miles run	2,838,938
Average number of persons employed	398
If the company commenced operation during the year, give the date	.....
Average amount received from each passenger	4.24 cents
Amount of passenger earnings per mile of road	29,046 81

Freight:
Number of tons freight earning revenue.....
Number of tons freight carried per mile of road.....
Average amount received for each ton of freight.....
Average receipts per ton of freight per mile.....
Average rate of speed of passenger cars per hour..... 12 miles
Average rate of speed of freight cars per hour.....

Description of Equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	78	14	....	....	....	....	....	....	....	....	1	....	4	97	77	15
Open passenger cars	19	..	....	....	....	....	....	....	....	....	....	....	....	19	....	....

MISCELLANEOUS EQUIPMENT

	Total Number
Barges and omnibuses	.....
Carts and snow sleds	.....
Other railway rolling stock	.....
Other highway vehicles	.....
Horses	.....
Other items of equipment	.....

DESCRIPTION OF RAILWAY OWNED AND OPERATED

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	17.4	.....	.....	17.4	17.4
Length of second main track	16.3	.....	.....	16.3	16.3
Total length of main track	33.7	.....	.....	33.7	33.7
Length of sidings, switches, etc.	.....	.....	.....	.....	.....
Total, computed as single track	.....	.....	.....	.....	.....
Length of line under construction	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED

.....

..... None .....

.....

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. ties to mile	General Remarks
Steel	Iron	Steel	Iron		
.....		65	.....	2,460	.....
.....		94	.....	528	Steel ties in concrete.
.....		87	.....	528	" " " "
.....		.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: Hamilton.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With T. H. & B. Ry. Hunter & James....	.....	D.R. & gates	2	2
With " Main & Gage.....	.....	D.R. & watch	1	2
" Barton St. E.....	.....	" man	1	2
" Oliver Plow.....	.....	"	1	2
" Irondale.....	.....	"	2	2
" Grasselli Chemical Co...	.....	"	1	2
With G.T.R., King & Ferguson.....	.....	"	1	2
" Barton & Ferguson.....	.....	D.R. & gates	2	2
" Kenilworth & Beach Rd.....	.....	D.R. & watch man	1	2
With Ham. Radial Ry., Kenilworth & Beach Rd.....	.....	"	2	2
No. junctions with other railways.....	3	.....	.....	.....
No. of overhead bridges.....	1	.....	.....	.....
No. of highway crossings.....	.....	.....	.....	.....
Height of overhead bridges above rail level..	16 ft.	.....	.....	.....
Radius of sharpest curve.....	35	.....	.....	.....
No. of feet per mile of heaviest gradient..	.....	.....	.....	.....
Gauge of railway.....	4′ & 8½″	.....	.....	.....
Width of devil strip.....	4′ & 5′	.....	.....	.....
Total number of tracks at crossing..	.....	.....	14	20

Number of above crossings at which frogs are inserted in the tracks.....10

GENERAL REMARKS AND EXPLANATIONS

.....

.....

.....

Summary of Accidents to Property

Dec. 31, 1921

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property	.....	139	.....	146	.....	55
Damage to property of municipality	.....	.....	.....	.....	.....	.....
Damage to private property	.....	80	.....	12	.....	91
Total	.....	219	.....	158	.....	146

Total amount paid during year for damages caused by accidents.....

Accidents to Persons

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers	.....	6	.....	12	.....	18
Employees	1	5	.....	.....	1	5
Other persons	.....	7	.....	25	.....	32
Totals	1	18	.....	37	1	55

Wages, Street Railway Co's or Radial Railways

	No. Employed	Average No. of hours on Duty per day	Wages per day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors	5	10	$5.80	.....	.....
Conductors	135	.....	3.80-4.00	$4.50	$5.20
Motormen	136	.....	"	"	"
Starters	1	.....	$3.00	part time	only.
Roadmen	12	.....	4.50	.....	.....
Linemen	4	.....	6.00	.....	.....
Engineers	.....	.....	.....	.....	.....
Blacksmiths	3	.....	5.60	.....	.....
Firemen	.....	.....	.....	.....	.....
Electricians	5	.....	5.80	.....	.....
Armature winders	4	.....	5.80	.....	.....
Machinists and mechanics	47	.....	5.70	.....	.....
Car cleaners	12	.....	4.60	.....	.....
Average number of employees	376	.....	.....	.....	.....
Watchmen	1	.....	4.50	.....	.....
Switchmen and crossing tenders	11	.....	2.90	.....	.....

Corporate Organization

Corporate name and address of the company:
The Hamilton Street Railway Company.

Names and business address of principal officers:
President—W. E. Phin, Hamilton, Ont.
Vice-President—John Dickenson, Hamilton, Ont.
Treasurer—James Dixon, Hamilton, Ont.
Clerk of Corporation—G. D. Fearman, Hamilton, Ont.
General Counsel—Gibson, Levy & Gibson, Hamilton, Ont.
Auditor—C. S. Scott, F.C.A., Hamilton, Ont.
General Manager—E. P. Coleman, Hamilton, Ont.
Superintendent—G. E. Waller, Hamilton, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed:
E. P. Coleman, General Manager, Hamilton, Ont.

Names and residence of Board of Directors:
J. R. Moodie, Hamilton, Ont.
James Dixon, Hamilton, Ont.
Wm. C. Hawkins, Hamilton, Ont.
John Dickenson, Hamilton, Ont.
W. E. Phin, Hamilton, Ont.
F. R. Mackelcan, Toronto, Ont.
J. M. McDonnell, Toronto, Ont.

ANNUAL REPORT OF

THE HAMILTON AND DUNDAS STREET RAILWAY COMPANY

For the Year Ending Dec. 31, 1921

General Information

Name of Municipality or Municipalities in which railway operates: Hamilton and Dundas.
Name of company: The Hamilton and Dundas Street Railway Company.
Date of incorporation: Ontario, 1875-6, Chapter 87.
Dates of subsequent legislation: 1879, Chapter 59; 1881, Chapter 65; 1884, Chapter 68; 1886, Chapter 68; 1890, Chapter 119; 1895, Chapter 100; 1898, Chapter 60.
Date of expiry of franchise: Hamilton, December 22, 1928; Dundas, 1927; Barton, Perpetual.

Amount paid to Municipality per year per mile of track: Hamilton, $300.00	$342 92
Further amounts, if any, paid to municipality by way of percentage earnings	None
Total amount paid municipality during year for franchise	342 92
Appraised value of plant and tracks for purposes of taxation	34,195 00
Total taxes paid during year to municipality	1,374 63
Amount of aid received from municipality, if any	None
Power consumed per car mile in kilowatt hours	
Cost per horse power for motive power used in operating plant	
Cost of power per kilowatt per hour	
Cost of power per car mile	
Average speed of cars	12 miles
State if power is purchased or generated by company:	Purchased.
State if power is generated by steam or water power:	Water and steam.
Give number of power houses:	None.

General Exhibit for the Year

Gross earnings from operation	$90,563 76
Operating expenses	108,498 10
Net earnings from operation	17,934 34
Miscellaneous income:	
.....	
Total miscellaneous income	.....
Gross income above operating expenses	17,934 34

Charges upon income accrued during the year:		
Interest on funded debt	$5,000 00	
Interest and discount on unfunded debt and loans		
Taxes, Municipal	$1,374 63	
Taxes, Provincial	55 70	
Taxes, Commutation	342 92	
	1,773 25	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		$6,773 25
Net divisible income		$24,707 59
Dividends declared, per cent. on $		
Total dividends declared		
Deficit for the year ending December 31, 1921		$24,707 59
Amount of surplus December 31, 1921		56,038 02
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year:		
Reserve for depreciation	$25,350 85	
Total debits		25,350 85
Net amount credited to profit and loss		
Total surplus, December, 31, 1921		$5,979 58

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	$73,668 20
,, carriage of mails	248 00
,, carriage of express and parcels	507 46
,, carriage of freight	50 70
,, tolls for use of tracks by other companies	2,795 68
,, rentals of buildings and other property	1,185 55
,, advertising in cars	100 00
,, interest on deposits	.....
Other earnings from operation—Chartered cars	532 29
T.H. & B. Rly, half cost of maintenance and tracks used by them	11,475 88
Gross earnings from operation	$90,563 76
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	5,498 64
General office expenses and supplies	461 95
Legal expenses	782 67
Insurance	170 60
Switching charges, if any	.....
Other general expenses—Advertising	103 65
Incidental	123 07
Maintenance of roadbed and buildings:	
Repair of roadbed and track	25,726 76
Repair of electric line construction	2,457 59
Repair of buildings	95 31
Maintenance of equipment:	
Repair of cars	987 67
Repair of electric equipment of cars	752 68
Repair of miscellaneous equipment	.....
Provender and stabling	52 00

Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	$12,380 04
Wages and compensation of persons employed in conducting transportation	35,998 54
Removal of snow and ice	467 02
Damages for injuries to persons and property	1,709 70
Tolls for trackage over other railways	.....
Rentals of buildings and other property	18,150 71
Other transportation expenses—Supplies on cars	1,879 75
Heating and incidental	699 75
Total operating expenses	$108,498 10

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway:	
Extension of tracks (length.....feet)	
New electric line construction (length.....feet)	
Other additions to railway	
Total additions to railway	.....
Additions to equipment:	
Additional cars (.....in number)	
Electric equipment of same	
Other additional rolling stock	
Other additions to equipment	
Total additions to equipment	.....
Additions to land and buildings:	
Additional land necessary for operation of railway	
New electric power stations, including machinery, etc	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	
Total additions to land and buildings	
Additions to other permanent property	.....
Total additions to other permanent property	.....
Total additions to property accounts	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	
Total deductions from property accounts	.....
Net addition to property accounts for the year	None

GENERAL BALANCE SHEET

ASSETS

Cost of railway:	
Roadbed and tracks	
Electric line construction, including poles, wiring, feeder lines, etc	
Interest accrued during construction of railway	
Engineering and other expenses incident to construction	
Other items of railway cost	
Total cost of railway owned	.....
Cost of equipment:	
Passenger cars and other rolling stock	
Electric equipment of same	
Other items of equipment	
Total cost of equipment owned	.....
Cost of land and buildings:	
Land necessary for operation of railway	
Electric power stations, including equipment	
Other buildings necessary for operation of railway	
Total cost of land and buildings owned	.....
Other permanent property	
Total cost of other permanent property owned	.....
Total permanent investments	$221,983 15

Cash and current assets:		
Cash	$30,610 32	
Bills and accounts receivable	7,515 39	
Sinking and other special funds		
Other cash and current assets—Insurance prepaid	106 00	
Total cash and current assets		$38,231 71
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		
Profit and loss balance—deficit		
Total		$260,214 86

LIABILITIES

Capital stock—common		$100,000 00
preferred		
Total capital stock		$100,000 00
Funded debt		$100,000 00
Real estate mortgages		
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities—Maintenance and renewal fund	$27,591 69	
Accident insurance	1,292 74	
Total current liabilities		$28,884 43
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds		
Reserve for depreciation	25,350 85	
1917 to 1921 Inc.		
Total sinking and other special funds		25,350 85
Profit and loss balance—surplus		5,979 58
Total		$260,214 86

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital Stock:		
Capital stock authorized by law, common	$100,000 00	
preferred		
Total capital stock authorized by law	$100,000 00	
Capital stock authorized by votes of company, common	$100,000 00	
preferred		
Total capital stock authorized by vote	$100,000 00	
Capital stock issued and outstanding, common		100,000 00
preferred		
Total capital stock outstanding		100,000 00

Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$100,000 00
Number of shares issued and outstanding, common	1,000	
preferred		
Total number of shares outstanding	1,000	
Number of stockholders, common	8	
preferred		
Total number of stockholders	8	
Amount of stock held, common		
preferred		
Total stock held		

Real Estate Mortgages

.....

.....

.....

Funded Debt—Sinking and Other Special Funds

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
1st Mortgage	5	.....	$100,000 00	5,000 00
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	$100,000 00	$5,000 00

Sinking and Other Special Funds

Amount December 31, 1920 of maintenance and renewal fund		$27,591 69
of accident insurance fund		3,603 55
Total, December 31, 1922		$31,195 24
Additions during the year to .....fund		
.....fund		
Total including additions		
Deductions during the year from accident insurance fund		2,310 81
.....		
Total sinking and other special funds, December 31, 1921		$28,884 43

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	$1,079 422
Number carried per mile of main railway track operated	150,337
Number of car miles run	190,162
Average number of persons employed	33
If the company commenced operation during the year, give the date	.....
Average amount received from each passenger	6.8c
Amount of passenger earnings per mile of road	$10,260 19

Freight:

Number of tons freight earning revenue	16.2
Number of tons freight carried per mile of road	23
Average amount received for each ton of freight	3.13
Average receipts per ton of freight per mile	45
Average rate of speed of passenger cars per hour	12
Average rate of speed of freight cars per hour	None

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and Dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1
Open passenger cars	2	....	....	....	....	....	....	....	....	....	....	....	....	....	2	

MISCELLANEOUS EQUIPMENT

	Total Number
Barges and omnibuses	.....
Carts and snow sleds	.....
Other railway rolling stock	.....
Other highway vehicles	.....
Horses	.....
Other items of equipment	.....

DESCRIPTION OF RAILWAY OWNED AND OPERATED

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	5.848	.....	1.132	6.98	6.98
Length of second main track	.2	.....	.....	.2	.2
Total length of main track	6.048	.....	.....	7.18	7.18
Length of sidings, switches, etc	1.6	.....	.....	7.6	1.6
Total, computed as single track	7.648	.....	.....	8.78	8.78
Length of line under construction	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED

For Year ending December 31, 1921

Total tonnage.....162

.....

.....

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	65	.....	2,460	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the company are located: Hamilton and Dundas.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With T. H. & B. Rly, James & Hunter Sts.	.....	D.R. & gates	2	2
No. junctions with other railways	3	.....	.....	
No. of overhead bridges	1	.....	.....	
No. of highway crossings	.....	.....	.....	
Height of overhead bridges above rail level	15	.....	.....	
Radius of sharpest curve	40	.....	.....	
No. of feet per mile of heaviest gradient	7%	.....	.....	
Gauge of railway	4′ 8″½	.....	.....	
Width of devil strip	5′	.....	.....	
Total number of tracks at crossings			.....	
Number of above crossings at which frogs are inserted in the tracks			.....	

GENERAL REMARKS AND EXPLANATIONS

.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY

December 31, 1921

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property	.....	.....	.....	.....	.....	.....
Damage to property of Municipality	.....	.....	.....	.....	.....	.....
Damage to private property	.....	.....	.....	.....	.....	3
Total	.....	.....	.....	.....	.....	3

Total amount paid during year for damages caused by accidents:.....

Accidents to Persons

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons		1				1
Totals		1				1

Wages, Street Railway Co.'s or Radial Railway

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors					
Conductors	7	10	$3.50	$4.50	$5.20
Motormen	7	10	3.50	4.50	5.20
Starters					
Roadmen	9		4.50		
Linemen	1		6.00		
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature Winders					
Machinists and Mechanics					
Car cleaners	4		5.70		
Average number of employees	1		4.60		
Watchmen	29				
Switchmen and crossing tenders					

Corporate Organization

Corporate name and address of the company:
The Hamilton and Dundas Street Railway Company.
Names and business address of principal officers:
President—John Dickenson, Hamilton, Ont.
Vice-President—James Dixon, Hamilton, Ont.
Treasurer—James Dixon, Hamilton, Ont.
Clerk of Corporation—Geo. D. Fearman, Hamilton, Ont.
General Counsel—Gibson, Levy & Gibson, Hamilton, Ont.
Auditor—C. S. Scott, F.C.A., Hamilton, Ont.
General Manager—E. P. Coleman, Hamilton, Ont.
Superintendent—Geo. E. Waller, Hamilton, Ont.
Name of officer, and address, to whom correspondence regarding this report should be addressed:
E. P. Coleman, General Manager, Hamilton, Ont.

Names and residence of Board of Directors:
J. R. Moodie, Hamilton, Ont.
James Dixon, Hamilton, Ont.
Wm. C. Hawkins, Hamilton, Ont.
John Dickenson, Hamilton, Ont.
F. R. Mackelcan, Toronto, Ont.
J. W. MacDonald, Toronto, Ont.

ANNUAL REPORT OF THE

HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY COMPANY

For the Year Ending Dec. 31, 1921

General Information

Name of Municipality or Municipalities in which railway operates: Hamilton, Grimsby and Beamsville.
Name of company: Hamilton, Grimsby and Beamsville Railway Company, Limited.
Date of incorporation: Ontario, 1892, Chapter 95, April 14th.
Dates of subsequent legislation: 1897, Chapter 97; 1901, Chapter 80; 1907, Chapter 99.
By-law 180—Beamsville, 1926
238—Beamsville, 1926
687—Beamsville, 1913
108—Beamsville, 1916
1145—Clinton, 1926
345—Lincoln, 1926
338—Barton, Perpetual
395—Saltfleet, Perpetual
Date of expiry of franchise:

Amount paid to municipality per year per mile of track—Lincoln	$50 00
Hamilton	300 00
Further amounts, if any, paid to municipality by way of percentage earnings	None
Total amount paid municipality during year for franchise	1,413 87
Appraised value of plant and tracks for purposes of taxation	114,685 00
Total taxes paid during year to municipality	4,052 27
Amount of aid received from municipality, if any	None
Power consumed per car mile in kilowatt hours	.....
Cost per horse power for motive power used in operating plant	.....
Cost of power per kilowatt per hour	.....
Cost of power per car mile	4 55
Average speed of cars	15 miles
State if power is purchased or generated by company	Purchased
State if power is generated by steam or water power	Water and steam
Give number of power houses	2 Sub Stations

General Exhibit for the Year

Gross earnings from operation		$210,565 12
Operating expenses		227,544 27
Net earnings from operation		$16,979 15
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses		$16,979 15
Charges upon income accrued during the year:		
Interest on funded debt	$7,500 00	
Interest and discount on unfunded debts and loans	8,622 31	
Taxes, Municipal	$4,052 27	
Taxes, Provincial	230 90	
Taxes, Commutation	1,413 87	
	5,697 04	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		21,819 35
Net divisible income		$38,798 50

Dividends declared.....per cent. on $.....		
.....per cent. on $.....		
Total dividends declared.....		.....
Deficit for the year ending Dec. 31, 1921.....		$38,798 50
Amount of deficit, Dec. 31, 1920.....		34,707 93
Credits to profit and loss account during the year		
.....		
Total credits.....		
Debits to profit and loss account during the year.....		
Reserve for depreciation.....	$97,037 80	
Total Debits.....		
Net amount credited to profit and loss.....		97,037 80
Total Deficit, Dec. 31, 1921.....		$170,544 23

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried.....	$151,694 54
carriage of mails.....	750 00
carriage of express and parcels.....	5,430 05
carriage of freight.....	39,926 85
tolls for use of tracks by other companies.....	.....
rentals of buildings and other property.....	11,592 14
advertising in cars.....	350 00
interest on deposits.....	.....
Other earnings from operation—Chartered cars.....	821 54
Gross earnings from operation.....	$210,565 12
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants.....	12,551 40
General office expenses and supplies.....	1,978 77
Legal expenses.....	325 74
Insurance.....	962 48
Switching charges, if any.....	.....
Other general expenses—Advertising.....	41 58
Incidental.....	357 86
Maintenance of roadbed and buildings:	
Repair of roadbed and track.....	22,896 76
Repair of electric line construction.....	6,974 31
Repair of buildings.....	490 66
Maintenance of equipment:	
Repair of cars.....	26,278 40
Repair of electric equipment of cars.....	9,329 18
Repair of miscellaneous equipment.....	1,727 74
Provender and stabling.....	1,467 13
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net.....	31,341 01
Wages and compensation of persons employed in conducting transportation.	63,936 59
Removal of snow and ice.....	1,253 91
Damages for injuries to persons and property.....	7,662 81
Tolls for trackage over other railways.....	.....
Rentals of buildings and other property.....	31,039 01
Other transportation expenses—Supplies on cars.....	4,775 71
Heating and incidental.....	2,153 22
Total operating expenses.....	$227,544 27

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway:		
Extension of tracks (length.....feet).....		
New electric line construction (length.....feet).....		
Other additions to railway.....		
Renewing switch.....	$15 50	
Total additions to railway.....		$15 50
Additions to equipment:		
Additional cars (.....in number).....		
Electric equipment of same.....		
Other additional rolling stock.....		
Other additions to equipment.....		
Total additions to equipment.....		
Additions to land and buildings:		
Additional land necessary for operation of railway.....		
New electric power stations, including machinery, etc.....		
Additional equipment of power stations.....		
Other new buildings necessary for operation of railway.....		
Total additions to land and buildings.....		.....
Additions to other permanent property.....		
Total additions to other permanent property.....		.....
Total additions to property accounts.....		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Total deductions from property accounts.....		
Net addition to property accounts for the year.....		$15 50

GENERAL BALANCE SHEET—DEC. 31, 1921

ASSETS

Cost of railway:		
Roadbed and tracks.....		
Electric line construction, including poles, wiring, feeder lines, etc.....		
Interest accrued during construction of railway.....		
Engineering and other expenses incident to construction.....		
Other items of railway cost.....		
Total cost of railway owned.....		.....
Cost of equipment:		
Passenger cars and other rolling stock.....		
Electric equipment of same.....		
Other items of equipment.....		
Total cost of equipment owned.....		.....
Cost of land and buildings:	Not separated	
Land necessary for operation of railway.....		
Electric power stations, including equipment.....		
Other buildings necessary for operation of railway.....		
Total cost of land and buildings owned.....		.....
Other permanent property.....		
Total cost of other permanent property owned.....		$498,472 99
Total permanent investments.....		.....
Cash and current assets:		
Cash.....		
Bills and accounts receivable.....	4,147 18	
Sinking and other special funds.....		
Other cash and current assets—Insurance prepaid.....	567 00	
Total cash and current assets.....		4,714 18

Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		.....
Profit and loss balance—Deficit		$170,544 23
Total		$673,731 40

LIABILITIES

Capital stock—common		$235,000 00
preferred		.....
Total capital stock		$235,000 00
Funded debt		$150,000 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	152,399 95	
Audited vouchers and accounts	85 68	
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid	12 50	
Rentals due and unpaid		
Miscellaneous current liabilities		
Maintenance and renewal fund	37,843 10	
Accident insurance	102 37	
Total current liabilities		190,443 60
Accrued liabilities:		
Interest accrued and not yet due	1,250 00	
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		1,250 00
Sinking and other special funds		
Reserve for depreciation—Years 1917 to 1921 inc	97,037 80	
Total sinking and other special funds		97,037 80
Profit and loss balance—Surplus		.....
Total		$673,731 40

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital Stock:		
Capital stock authorized by law, common	$235,000 00	
preferred		
Total capital stock authorized by law	235,000 00	
Capital stock authorized by votes of company, common	235,000 00	
preferred		
Total capital stock authorized by vote	235,000 00	
Capital stock issued and outstanding, common		$235,000 00
preferred		.....
Total capital stock outstanding		235,000 00
Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$235,000 00

Number of shares issued and outstanding, common	2,350
preferred	
Total number of shares outstanding	2,350
Number of stockholders, common	8
preferred	
Total number of stockholders	8
Amount of stock held, common	
preferred	
Total stock held	

Real Estate Mortgages

None

Funded Debt—Sinking and Other Special Funds

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
1st Mortgage	5	May 1-33	$150,000 00	$7,500 00
Totals			$150,000 00	$7,500 00

Sinking and Other Special Funds

Amount Dec. 31, 1920, of maintenance and renewals fund	$37,843 10
Amount Dec. 31, 1920, of accident insurance fund	1,071 48
Total, Dec. 31, 1920	$38,914 58
Additions during the year to maintenance and renewal fund	
Total including additions	
Deductions during the year from accident insurance fund	969 11
Total sinking and other special funds Dec. 31, 1920	$37,945 47

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year	1,018,588
Number carried per mile of main railway track operated	45,070
Number of car miles run	421,543
Average number of persons employed	75
If the company commenced operation during the year, give the date	
Average amount received from each passenger	14.9c
Amount of passenger earnings per mile of road	6,712 15
Freight:	
Number of tons freight earning revenue	98,202
Number of tons freight carried per mile of road	4,345
Average amount received for each ton of freight	40.6c
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	15 miles
Average rate of speed of freight cars per hour	15 miles

Description of equipment	No. of Motor Cars	Trailer Cars	Official Cars	Electric Locomotives	Baggage and Mail Express Cars	Cattle and Box Cars	Refrigerator Cars	Platform Cars	Coal and Dump Cars	Conductors' Vans	Tool Cars	Snow Plows	Snow Sweepers	Equipped with Fenders	Equipped with Stoves	Equipped with Electric Heaters
Box passenger cars	8	....	....	....	4	....	....	....	....	....	....	....	....	12	4	8
Open passenger cars	2	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....

Miscellaneous Equipment

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	22.6			22.6	22.6
Length of second main track					
Total length of main track	22.6			22.6	22.6
Length of sidings, switches, etc	3.6			3.6	3.6
Total, computed as single track	26.2			26.2	26.2
Length of line under construction					

Description of Freight Carried

For year ending December 31, 1921.

Total tonnage	98,202

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. ties to mile	General Remarks
Steel	Iron	Steel	Iron		
.....	.....	56	.....	2,540	.....
.....	.....	65	.....	2,540	.....
.....	.....	84	.....	528	Steel ties in concrete.

Names of the several cities and towns in which the railways operated by the company are located: Hamilton, Grimsby and Beamsville.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number, viz.:				
With T. H. & B. Rly, Maple Ave.....	.....	D.R.	1	1
With G.T.R., Main and Ferguson.....	.....	D.R. & Watchman	1	1
No. junctions with other railways.....	2	.....	.....	.....
No. of overhead bridges.....	.....	.....	.....	.....
No. of highway crossings.....	.....	.....	.....	.....
Height of overhead bridges above rail level.	.....	.....	.....	.....
Radius of sharpest curve.....	45	.....	.....	.....
No. of feet per mile of heaviest gradient....	.....	.....	.....	.....
Gauge of railway.....	4' 8½"	.....	.....	.....
Width of devil strip.....	.....	.....	.....	.....
Total number of tracks at crossings...	.....	.....	2	2

Number of above crossings at which frogs are inserted in the tracks.....2

GENERAL REMARKS AND EXPLANATIONS

.....
.....
.....

SUMMARY OF ACCIDENTS TO PROPERTY

December 31, 1921.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property.....	.....	8	.....	2	.....	.....
Damage to property of municipality.....	.....	.....	.....	.....	.....	.....
Damage to private property.....	.....	4	.....		.....	
Total.....	.....	12	.....	2	.....	

Total amount paid during year for damages caused by accidents.....

Accidents to Persons

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers		2				2
Employees						
Other persons		1				1
Totals		3				3

Wages, Street Railway Co's or Radial Railways

	No. Employed	Average No. of hours on duty per day	Wages per day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors					
Conductors	15	10	$3.50	$4.50	$5.20
Motormen	15		3.50	$4.50	$5.20
Starters					
Roadmen	12		4.50		
Linemen	2		6.00		
Engineers—Sub. Sta. Men	7	8	5.00		
Blacksmiths	2	10	5.60		
Firemen					
Electricians	2		5.80		
Armature Winders	1		5.80		
Machinists and Mechanics	7		5.70		
Car Cleaners	2		4.60		
Average number of employees	66				
Watchmen	1		4.90		
Switchmen and Crossing tenders					

Corporate Organization

Corporate name and address of the company:

Hamilton, Grimsby and Beamsville Railway Company Limited.

Names and business address of principal officers:

President—Wm. C. Hawkins, Hamilton, Ont.

Vice-President—John Dickenson, Hamilton, Ont.

Treasurer—James Dixon, Hamilton, Ont.

Clerk of Corporation—G. D. Fearman, Hamilton, Ont.

General Counsel—Gibson, Levy & Gibson, Hamilton, Ont.

Auditor—C. S. Scott, F.C.A., Hamilton, Ont.

General Manager—E. P. Coleman, Hamilton, Ont.

Superintendent—Geo. E. Waller, Hamilton, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed

E. P. Coleman, General Manager, Hamilton, Ont.

Names and residence of Board of Directors·

J. R. Moodie, Hamilton, Ont.

James Dixon, Hamilton, Ont.

Wm. C. Hawkins, Hamilton, Ont.

John Dickenson, Hamilton, Ont.

W. E. Phin, Hamilton, Ont.

Sir John M. Gibson, Hamilton, Ont.

Robert Hobson, Hamilton, Ont.

ANNUAL REPORT OF THE HAMILTON AND BARTON INCLINE RAILWAY COMPANY

For the Year Ending Dec. 31, 1921

Balance Sheet at December 31, 1921

Assets	1921	1921
Current:		
Cash on hand		$141 77
Bank of Nova Scotia—Current		
Savings		388 91
Accounts receivable		61 00
W. F. Anderson		30 00
Inventories—Oil and waste, fuel and repairs		819 58
Dominion of Canada War Loan		9,722 10
Insurance prepaid		506 90
		$11,670 26
Invested:		
Plant, equipment, road bed, buildings, etc.		96,257 30
(Less Reserve for depreciation 1921, $4,908 26.)		
Liabilities		
Current:		
Bank of Nova Scotia—Current	$5,661 12	
Bank Loan	3,500 00	
Accounts payable	507 64	
Commutation Tickets	245 05	
	$9,913 81	
Shareholders:		
Capital stock	61,500 00	
Surplus	36,513 48	
Balance, January 1, 1921 — 40,102 80		
Less dividend and charges — 4,240 00		
35,862 80		
Net Profit for period — 650 68		
$36,513 48		
	$107,927 29	$107,927 29

PROFIT AND LOSS FOR YEAR ENDING DECEMBER 31, 1921

	1921	1921
Earnings from January 1st to December 31st		$27,997 24
Interest		162 13
Expenses:		
Clothing	$72 93	
Fuel (gas)	4,598 00	
Fuel (Coal)	3,093 80	
General	316 25	
Insurance	826 20	
Oil and waste	57 81	
Printing and stationery	461 09	
Repairs	1,988 92	
Stores		
Taxes and water rates	841 58	
Wages	10,343 85	
Depreciation	4,908 26	
Net profit for period	650 68	
	$28,159 37	$28,159 37

PROFIT AND LOSS

Amount forward—December 31, 1920		$40,102 80
Less Directors' and Auditors' fees	$550.00	
Less dividend paid in 1921	3,690 00	
		4,240 00
		$35,862 80
Net profit for 1921		650 68
		$36,513 48

ANNUAL REPORT OF THE

HAMILTON MOUNTAIN PARK COMPANY, LIMITED

FOR THE YEAR ENDING DEC. 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: Hamilton, Ont.
Name of company: Hamilton Mountain Park Company, Limited.
Date of incorporation: July 28th, 1899—Recorded August 19, 1899.
Dates of subsequent legislation:
Date of expiry of franchise.
Amount paid to municipality per year per mile of track: Nil.
Further amounts, if any, paid to municipality by way of percentage earnings, % on $: Nil.
Total amount paid municipality during year for franchise: Nil.

Railway property, dwelling house, tracks, cars, equipment, and land formerly occupied by theatre land		$126,909 22
Appraised value of plant and tracks for purpose of Taxation		27,225 00
		$154,134 22
Less reserve		30,902 37
Total taxes paid during year to municipality	$1,597 31	
		3$12,231 85

Amount of aid received from municipality, if any ..... None
Power consumed per car mile in kilowatt hours .....
Cost per horse power for motive power used in operating plant .....
Cost of power per kilowatt per hour .....
Cost of power per car mile .....
Average speed of cars .....
State if power is purchased or generated by Company: Company purchase power from Hydro-Electric Co.
State if power is generated by steam or water power .....
Give number of power houses: One power house—Electric.

STATEMENT OF PROFIT AND LOSS
FOR THE YEAR ENDING DECEMBER 31, 1921

Earnings:		
Ticket Sales, Passengers, Freight, etc		$45,792 00
Expenses:		
Fuel, Power and Light	$1,422 54	
General Taxes, directors' fees and salary	4,347 84	
Insurance	622 80	
Insurance Claim	300 00	
Interest	115 45	
Oil and waste	181 17	
Repairs	4,518 46	
Wages	12,578 30	
Depreciation	6,345 45	
		30,432 01
Net Profit for period		$15,359 99

PROFIT AND LOSS APPROPRIATION

Balance January 1, 1921		54,175 93
Net profit for year		15,359 99
Income Tax, 1920	903 19	
Reserve for Income Tax, 1921	1,402 25	
Dividend	1,668 00	
Balance per Balance Sheet	65,562 48	
	$69,535 92	$69,535 92

STATEMENT OF ASSETS AND LIABILITIES
AS AT DECEMBER 31, 1921

ASSETS

Current:			
Cash on hand	$507 94		
Bank balance	21,135 47		
Conductors' Loan Account	100 00		
Accounts Receivable	333 67		
		22,077 08	
Invested:			
Railway property, dwelling house, power house, tracks, cars, equipment and land formerly occupied by theatre	126,909 22		
Land	27,225 00		
	154,134 22		
Less reserve for depreciation	30,902 37		
		123,231 85	
			145,308 93

LIABILITIES

Current:			
Accounts Payable	351 00		
George F. Webb	1,057 41		
Tickets outstanding	2,236 85		
Reserve for War Tax	1,402 25		
		5,047 51	
Deferred:			
Mortgage a-c		1,764 15	

Shareholders:		
Capital stock fully paid	$27,800 00	
Special reserve	45,134 79	
Profit and Loss	65,562 48	
		$138,497 27
		$145,308 93

Corporate Organization

Corporate name and address of the company:
The Hamilton Mountain Park Co., Limited, Hamilton, Ontario.

Names and business address of principal officers:
President—George F. Webb, Wentworth St. S., Hamilton, Ontario.
Vice-President—Adam Inch, Mountain Top, Hamilton, Ontario.
Treasurer—George F. Webb, Wentworth St. S., Hamilton, Ontario.
Auditor—Clarke, Houston & Co., Hamilton, Ontario.
Name of officer, and address, to whom correspondence regarding this report should be addressed:
George F. Webb, President, Hamilton, Ontario.

Names and residence of Board of Directors:
George F. Webb, Wentworth St. S., Hamilton, Ontario.
Thomas E. Webb, 45 Mountain Park Ave., Hamilton, Ontario.
Adam Inch, Mountain Top, Hamilton, Ontario.

ANNUAL REPORT OF THE
HUNTSVILLE AND LAKE OF BAYS RAILWAY COMPANY

For the Year Ending Dec. 31, 1921

General Information

Name of municipality or municipalities in which railway operates: Franklin Township, District of Muskoka.
Name of company: The Huntsville and Lake of Bays Railway Company.
Date of incorporation: 30th April, 1900.
Dates of subsequent legislation: 22nd May, 1903, and 9th April, 1907.

Date of expiry of franchise	
Amount paid to municipality per year per mile of track	
Further amounts, if any, paid to municipality by way of percentage earnings, % on $	
Total amount paid municipality during year for franchise	
Appraised value of plant and tracks for purposes of taxation	$5,050 00
Total taxes paid during year to municipality	64 00
Amount of aid received from municipality, if any	
Power consumed per car mile in kilowatt hours	
Cost per horse power for motive power used in operating plant	
Cost of power per kilowatt per hour	
Cost of power per car mile	
Average speed of cars	About 8 miles
State if power is purchased or generated by company	Generated by Company
State if power is generated by steam or water power	Steam
Give number of power houses	Two Engines (small locomotives)

General Exhibit for the Year 1921

Gross earnings from operation		$7,935 94
Operating expenses		5,117 91
Net earnings from operation		$2,818 03
Miscellaneous income		
Total miscellaneous income		.....
Gross income above operating expenses		$2,818 03

Charges upon income accrued during the year:		
Interest on funded debt		
Interest and discount on unfunded debts and loans		
Taxes, Municipal	$64 00	
Taxes, Provincial		
Taxes, Commutation		
	$64 00	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		$64 00
Net divisible income		$2,754 03
Interest 6% on $27,800.00	$1,668 00	
Total dividends declared		1,668 00
Surplus for the year ending December 31, 1921		$1,086 03
Amount of surplus, December 31, 1920		168 98
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		.....
Total surplus, December 31st, 1921		$1,255 01

EARNINGS AND EXPENSES OF OPERATION

Earnings from operation:	
Receipts from passengers carried	$2,564 21
" carriage of mails	30 00
" carriage of express and parcels and carriage of freight	3,771 60
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars	.....
" interest on deposits	.....
Other earnings from operation: Lumber	796 57
Bark	773 46
Gross earnings from operation	$7,935 94
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	.....
General office expenses and supplies	$18 90
Legal expenses	.....
Insurance	189 64
Switching charges, if any	.....
Other general expenses: Water service	5 48
Boiler inspection	15 00
Maintenance of roadbed and buildings:	
Repair of roadbed and track	366 49
Repair of electric line construction	.....
Repair of buildings	.....
Maintenance of equipment:	
Repair of cars	1,253 79
Repair of electric equipment of cars	
Repair of miscellaneous equipment	
Provender and stabling	
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	.....
Wages and compensation of persons employed in conducting transportation	2,056 86
Removal of snow and ice	.....
Damage for injuries to persons and property	.....
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses—Fuel	1,153 75
Oil and grease	58 00
Total operating expenses	$5,117 91

Property Accounts—Additions and Deductions During the Year

Additions to railway:		
Extension of tracks (length.....feet)		
New electric line construction (length.....feet)		
Other additions to railway		
Total Additions to Railway		.....
Additions to equipment:		
Additional cars (in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		.....
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		.. ....
Additions to other permanent property		
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Total deductions from property accounts		.....
Net addition to property accounts for the year		.....

General Balance Sheet

Assets

Cost of railway:		
Roadbed and tracks	$15,045 89	
Electric line construction, including poles, wiring, feeder lines, etc.		
Interest accrued during construction of railway	2,325 43	
Engineering and other expenses incident to construction	2,814 16	
Other items of railway cost		
Total cost of railway owned		$20,185 48
Cost of equipment:		
Passenger cars and other rolling stock	6,783 39	
Electric equipment of same		
Other items of equipment—One 10-ton loading crane	1,760 71	
One steam water pump	165 00	
Total cost of equipment owned		8,709 10
Cost of land and buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		390 73
Other permanent property		
Total cost of other permanent property owned		.....
Total permanent investments		.....
Cash and current assets:		
Cash		
Bills and accounts receivable		
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		.....

Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		$29,285 31
Profit and loss balance—deficit		.....
Total		$29,285 31

LIABILITIES—DECEMBER 31, 1921

Capital stock—common		$27,800 00
preferred		.....
Total capital stock		27,800 00
Funded debt		.....
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
The Huntsville, Lake of Bays & Lake Simcoe Navigation Co.—		
Balance current account 1920	230 20	
Total current liabilities		230 20
		28,030 20
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		.....
Sinking and other special funds		
Total sinking and other special funds		.....
Profit and loss balance—surplus		.....
Total		$28,030 20

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital Stock:		
Capital stock authorized by law, common	$50,000 00	
preferred	.....	
Total capital stock authorized by law	$50,000 00	
Capital stock authorized by votes of company, common	.....	
preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		$27,800 00
preferred		.....
Total capital stock outstanding		$27,800 00
Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....

Number of shares issued and outstanding, common	278	
preferred		
Total number of shares outstanding	278	
Number of stockholders, common		
preferred		
Total number of stockholders	6	
Amount of stock held, common		$27,800 00
preferred		
Total stock held		$27,800 00

Real Estate Mortgages

No Mortgaged Property

Funded Debt—Sinking and Other Special Funds

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	17,303
Number carried per mile of main railway track operated	17,303
Number of car miles run (estimated)	2,800 miles
Average number of persons employed	5
If the company commenced operation during the year, give the date:	April 26th to Nov. 21st
Average amount received from each passenger	14.82c
Amount of passenger earnings per mile of road	$1,843 00

Freight:

Number of tons freight earning revenue (estimated)	4,468 tons
Number of tons freight carried per mile of road	4,468 tons
Average amount received for each ton of freight	$1.19.55
Average receipts per ton of freight per mile	85.92c
Average rate of speed of passenger cars per hour	About 8 miles
Average rate of speed of freight cars per hour	About 4 miles

Description of Equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	...	...	...	...	2	...	...	5	...	..	...	..	...	...	2	...
Open passenger cars	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Miscellaneous Equipment

	Total Number
Barges and omnibuses	None
Carts and snow sleds	
Other railway stock	
Other highway vehicles	
Horses	
Other items of equipment	

One 10-ton loading crane (equipped with car wheels, etc.)

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	1 7/16 miles				
Length of second main track					
Total length of main track	1 7/16 miles				
Length of sidings, switches, etc.	5/16 miles				
Total, computed as single track	1 3/4 miles				
Length of line under construction	None				

Description of Freight Carried

Lumber		Fuel		All other Articles	Total Tonnage	Remarks
Ft.,B.M	Tons	Cords	Tons			
400,487	800	Bark 516	525	3143	4468	Tonnage estimated Not weighed

Note—All freight, lumber, bark, etc., hauled by company to and from scows and boats.

Description of Roadbed, Etc.

Rails		Weight per yard		No. Ties to mile	General Remarks
Steel	Iron	Steel	Iron		
1 3/4		90″		Est. 1800	Operated only during season of open navigation in each year (about May 1st to November 20).

Names of the several cities and towns in which the railways operated by the company are located: Village of Portage, Ontario, in the Township of Franklin and District of Muskoka, between Peninsular Lake and Lake of Bays.

Grade Crossings with Railroads, Etc.

No. junctions with other railways	None
No. of overhead bridges	None
No. of highway crossings	3
Height of overhead bridges above rail level	None
Radius of sharpest curve	.....
No. of feet per mile of heaviest gradient	.....
Gauge of railway	3 ft. 8½ ins.
Width of devil strip	.....
Total number of tracks at crossings	2
Number of above crossings at which frogs are inserted in the tracks	None

General Remarks and Explanations

Operated along public highway for the greater part of length of railway, i.e., between points, commonly known as North Portage and South Portage, respectively.

Summary of Accidents to Property, Dec. 31, 1921

Damage to Company's property (trivial)	2

Total amount paid during year for damages caused by accidents:
Property, nil; personal claim, $250.00.

Accidents to Persons

Passengers injured	1

Wages, Street Railway Co's or Radial Railways

Corporate Organization

Corporate name and address of the company:
The Huntsville and Lake of Bays Railway Company, Huntsville, Ont.

Names and business address of principal officers:
President—Chas. O. Shaw, Huntsville, Ont.
Vice-President—Chas. G. Shaw, Huntsville, Ont.
Treasurer—John W. McKee, Huntsville, Ont.
General Counsel—Thomas Johnson, Bracebridge, Ont.
Auditor—Samuel Forsythe, Huntsville, Ont.
General Manager—Wm. J. Moore, Huntsville, Ont.
Superintendent—Thomas R. Barnes, Portage, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed:
W. J Moore, General manager and secretary, Huntsville, Ont.

Names and residence of Board of Directors:
Chas. O. Shaw, Huntsville, Ont.
Chas. G. Shaw, Huntsville, Ont.
John W. McKee, Huntsville, Ont.
Wm. J. Moore, Huntsville, Ont.
C. W. Conway, Huntsville, Ont.

ANNUAL REPORT OF THE INTERNATIONAL TRANSIT COMPANY

For the Year Ending Dec. 31, 1921

General Information

Name of municipality or municipalities in which railway operates: Sault Ste. Marie, Ont.
Name of company: The International Transit Company.
Date of Incorporation: May 22, 1888.
Dates of subsequent legislation: August 12, 1902.
Date of expiry of franchise: Sault Ste. Marie—July 1, 1926.
Formerly Steelton—Nov. 15, 1922.

Amount paid to municipality per year per mile of track	None
Further amounts, if any, paid to municipality by way of percentage earnings	None
Total amount paid municipality during year for franchise	None
Appraised value of plant and tracks for purposes of taxation: Specific tax under Lake Superior Corporation.	
Total taxes paid during year to municipality—$250.00, Specific tax	
Amount of aid received from municipality, if any	None
Power consumed per car mile in kilowatt hours—3.94 cents	
Cost per horsepower for motive power used in operating plant	$25.00 per H.P. per annum.
Cost of power per kilowatt per hour—About 1½ cents	
Cost of power per car mile—4.95 cents	
Average speed of cars	10 miles per hour
State if power is purchased or generated by Company	Purchased
State if power is generated by steam or water power	Water power
Give number of power houses	One

General Exhibit for the Year

Gross earnings from operation		$134,461 32
Operating expenses		109,569 15
Net earnings from operation		$24,892 17

Note—$47,221.91. From Ferry operations is included in Gross Earnings.
38,252.57. " " " " " " Operating Expenses.

Miscellaneous	107 25	
Interest, etc	121 61	
Total miscellaneous income		228 86
Gross income above operating expenses		$25,121 03
Charges upon income accrued during the year:		
Interest on funded debt	4,125 00	
Interest and discount on unfunded debts and loans	10,253 00	
Taxes, Municipal and Provincial	$1,417 33	
Taxes, Commutation	1,417 33	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Inventory adjustments	152 95	
Depreciation	20,000 00	
	20,152 95	
Total charges and deductions from income		35,948 28
Net divisible deficit		$10,827 25
Dividends declared, .. per cent on		
Total dividends declared		
Deficit for the year ending Dec. 31, 1921		$10,827 25
Amount of surplus Dec. 31, 1920		93,998 72

Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Corporation Income Tax for 1919 & 1920	$5,220 41	
Total debits	$5,220 41	
Net amount credited to profit and loss		$5,220 41
Total surplus, Dec. 31. 1921		$77,951 06

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	$85,577 64
" carriage of mails	400 00
" carriage of express and parcels	.....
" carriage of freight	.....
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars, etc	900 00
" interest on deposits	.....
Other earnings from operation—Miscellaneous	361 77
Gross earnings from operation	$87,239 41
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	$3,589 81
General office expenses and supplies	1,177 29
Legal expenses	1,011 39
Insurance	.....
Switching charges, if any	.....
Other general expenses—Insurance, etc	3,158 01
Maintenance of Roadbed and buildings:	
Repair of roadbed and track	3,649 19
Repair of electric line construction	318 85
Repair of building	.....
Maintenance of equipment:	
Repair of cars	6,790 75
Repair of electric equipment of cars	5,067 03
Repair of miscellaneous equipment	1,368 86
Superintendence	725 00
Transportation expenses:	
Superintendence	965 00
Cost of electric motive power, $12,000; less power sold,	12,000 00
Wages and compensation of persons employed in conducting transportation	26,876 37
Removal of snow and ice	783 56
Damages for injuries to persons and property	.....
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses—Car service and station expenses	3,832 47
Total operating expenses	$71,313 58

Property Accounts—Additions and Deductions during the Year

Additions to railway:	
Extension of tracks (length.....feet)	
New electric line construction (length.....feet)	
Other additions to railway	
Total additions to railway	.....

Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Overhauling and re-building one car	$114 46	
Total additions to equipment		$114 46
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		
Additions to other permanent property:		
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Total deductions from property accounts		.....
Net addition to property accounts for the year		$114 46

General Balance Sheet
Dec. 31, 1921

Assets

Cost of railway:		
Roadbed and tracks	$168,518 49	
Electric line construction, including poles, wiring, feeder lines, etc.	28,784 68	
Interest accrued during construction of railway	5,450 28	
Engineering and other expenses incident to construction	3,543 52	
Other items of railway cost	10,543 82	
Total cost of railway owned		$216,840 79
Cost of equipment:		
Passenger cars and other rolling stock	32,580 23	
Electric equipment of same	24,055 05	
Other items of equipment	502 95	
.....	2,783 35	
Total cost of equipment owned		59,921 58
Cost of land and buildings:		
Land necessary for operation of railway Electric power stations, including equipment Other buildings necessary for operation of railway	26,086 76	
Total cost of land and buildings owned		26,086 76
Other permanent property—Rights and contracts	84,013 94	
Ferry boat and other equipment	113,458 24	
Total cost of other permanent property owned		197,472 18
Total permanent investments		$500,321 31
Cash and current assets:		
Cash	4,241 30	
Bills and accounts receivable	1,070 10	
Prepaid and open accounts	922 35	
Other cash and current assets		
Total cash and current assets		$6,233 75
Miscellaneous assets:		
Materials and supplies	8,039 35	
Other assets and property		
Total miscellaneous assets		8,039 35
Profit and loss balance—deficit		.....
Total		$514,594 41

Liabilities

Capital stock: common		$150,000 00
preferred		.....
Total capital stock		$150,000 00
Funded debt		72,500 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable Inter. Co.	$83,500 00	
Audited vouchers and accounts	9,191 19	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
U.S. Alien per capita fund	424 00	
Outstanding tickets	192 63	
Total curre t liabilities		93,307 82
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities	.....	
Sinking and other special funds	.....	
Reserve for depreciation and special purposes	107,557 68	
Public liability	13,277 85	
Total sinking and other special funds		120,835 53
Profit and loss balance—surplus		77,951 06
Total		$514,594 41

Capital Stock—Real Estate Mortgages

Capital Stock:		
Capital stock authorized by law, common	$150,000 00	
preferred	.....	
Total capital stock authorized by law	$150,000 00	
Capital stock authorized by votes of company, common	$150,000 00	
preferred	.....	
Total capital stock authorized by vote	$150,000 00	
Capital stock issued and outstanding, common		$150,000 00
preferred		.....
Total capital stock outstanding		$150,000 00
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$150,000 00
Number of shares issued and outstanding, common	3,000	
preferred	.....	
Total number of shares outstanding	3,000	
Number of stockholders, common	8	
preferred	.....	
Total number of stockholders	8	
Amount of stock held, common	$150,000 00	
preferred	.....	
Total stock held	$150,000 00	

Real Estate Mortgages

.....

.....

.....

Funded Debt—Sinking and Other Special Funds

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
First mortgage	5%	July 1, 1921 and $20,000.00 annually thereafter	$72,500 00	$4,125 00
Totals	.....	.....	$72,500 00	$4,125 00

Sinking and Other Special Funds

Amount Dec. 31 1920, of Reserve for Dep. etc. fund		$87,557 68
Amount Dec. 31, 1920, Public Liability fund		11,661 88
Total, Dec. 31, 1921		$99,219 56
Additions during the year to Reserve for Dep. etc fund	$20,000 00	
Additions during the year to Public Liability fund	2,489 02	
		22,489 02
Total including additions		$121,708 58
Deductions during the year from Reserve for Dep. fund		
Deductions during the year from Public Liability fund	873 05	
		873 05
Total sinking and other special funds, Dec. 31, 1921		$120 835 53

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	1,741,694
Number carried per mile of main railway track operated	5,805
Number of car miles run	242,788
Average number of persons employed—Permanent staff only	35
If the company commenced operation during the year, give the date	
Average amount received from each passenger	$ 05
Amount of passenger earnings per mile of road	$28,525 88

Freight:

Number of Tons Freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of Equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	9	3	...	...	...	...	...	...	...	...	...	...	1	9	1	9
Open passenger cars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

MISCELLANEOUS EQUIPMENT

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock—Trolley wagon	1
Other highway vehicles	
Horses	
Other items of equipment—Ferry boat, but not used in railway operation	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	4.30	.....	.....	4.30	3.35
Length of second main track	.....	..(6.90 double	track)		
Total length of main track.	4.30	.....	.....	4.30	3.35
Length of sidings, switches,etc	.38	.....	.....	.38	.38
Total, computed as single track	4.68	.....	.....	4.68	3.73
Length of line under construction	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED

.....
.....
.....

DESCRIPTION OF ROADBED, ETC

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	80	.....	.....	13,700′ on 6″ concrete base; balance on rock or cinder ballast.
.....	.....	85	.....	3,520	

Names of the several cities and towns in which the railways operated by the company are located: Sault Ste. Marie Ferry Boat, operating between Sault Ste. Marie, Ont. and Sault Ste. Marie, Mich.

Grade Crossings with Railroads, Etc.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:			Steam	Electric
With C.P.R.		Interlocker	1	1
No. junctions with other railways		1		
*No. of overhead bridges		1		
No. of highway crossings				
Height of overhead bridges above rail level		22′ 6″		
Radius of sharpest curve		50′		
No. of feet per mile of heaviest gradient— 65% grade on approaches to overhead bridge				
Gauge of railway		4′ 8½″		
Width of devil strip		5′ 3″		
Total number of tracks at crossings			1	1
Number of above crossings at which frogs are inserted in the tracks				

General Remarks and Explanations

Street Railway track crosses Algoma Central Rly. Tracks on overhead bridge and heaviest gradient in street railway track occurs on approach on either side of this bridge.

Summary of Accidents to Property

Dec. 31st, 1921

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property		1				2
Total						

Total amount paid during year for damages caused by accidents, $249.05.

Accidents to Persons

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons		1		1		2
Totals						

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

	No. Employed	Average No. of Hours on Duty per Day	Wages per hour		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors and repairmen	2	10	40	42	45
Conductors	12	10	40	42	45
Motormen	12	10	40	42	45
Starters					
Foremen	2	10	45		
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature winders	2				
Machinists and Mechanics					
Car Cleaners					
Average number of employees	30			36	
Watchmen	1			$95.00	
Switchmen and crossing tenders	2	10		per month	

CORPORATE ORGANIZATION

Corporate name and address of the company:
The International Transit Company, Sault Ste. Marie, Ont., Canada.

Names and business addresses of principal officers:

President—James O. Heyworth, Harvester Building, Chicago, Ill.
1st Vice-President—Martin J. Insull, Edison Bldg., Chicago, Ill.
2nd Vice-President—John A. McPhail, Sault Ste. Marie, Ont.
Treasurer—Oliver E. McCormick, Edison Bldg., Chicago, Ill.
General Counsel—John A. McPhail, Sault Ste. Marie, Ont.
Auditor—James M. McNeil, Sault Ste. Marie, Ont.
General Manager—Albert E. Pickering, Sault Ste. Marie, Ont.
Superintendent—James Summerhayes, Sault Ste. Marie, Ont.

Name of officer and address to whom correspondence regarding this report should be addressed

J. M. McNeil, Auditor, Sault Ste. Marie, Ont.

Names and residences of Board of Directors:

James O. Heyworth, Chicago, Ill.
Martin J. Insull, Chicago, Ill.
John A. McPhail, Sault Ste. Marie, Ont.
Samuel Insull, Chicago, Ill.
David R. McLennan, Chicago, Ill.
James L. Martin, Chicago, Ill.
Stedman Buttrick, Boston, Mass.

ANNUAL REPORT OF THE

KINGSTON, PORTSMOUTH & CATARAQUI ELECTRIC RAILWAY COMPANY

For the Year Ending Dec. 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: Kingston, Ont.
Name of company: Kingston, Portsmouth and Cataraqui Electric Railway Company.
Date of incorporation: February 10th, 1876.
Dates of subsequent legislation: 39 Vic.—74. 1893, chap. 91; 1895, chap 105; 1891 (1), chap. 61; 1904, chap. 79; 1906, chap. 11.
Date of expiry of franchise:
Amount paid to municipality per year per mile of track: None.
Further amounts, if any, paid to municipality by way of percentage earnings: None.
Total amount paid municipality during year for franchise: None.
Appraised value of plant and tracks for purposes of taxation: $25,000.00.
Total taxes paid during year to municipality: $685 43
Amount of aid received from municipality, if any: Exemption from taxes on all property used exclusively for St. Rly. purposes.
Power consumed per car mile in kilowatt hours:
Cost per horse power for motive power used in operating plant.
Cost of power per kilowatt per hour: 1 1-5 cts.
Cost of power per car mile: 2c per mile approximately.
Average speed of cars: 9 miles per hour.
State if power is purchased or generated by company: Purchased from the City.
State if power is generated by steam or water power: Steam.
Give number of power houses: 1—owned by the City of Kingston.

General Exhibit for the Year

Gross earnings from operation		$78,306 10
Operating expenses		64,859 34
Net earnings from operation		$13,446 76
Miscellaneous income:		
C.P.R. Stock, $242 00; Interest, $1,231 90; Insurance, $2 72; Sale of Bonds, $157 25		
Total miscellaneous income		1.633 87
Gross income above operating expenses		$15,080 63
Charges upon income accrued during the year:		
Interest on funded debt		
Interest and discount on unfunded debts and loans	$4,000 00	
Taxes, municipal		
Taxes, provincial		
Taxes, commutation		
Rentals of leased railways		
Payments to sinking and other special funds		
Reserve for damages	3,775 96	
Other deductions from income		
Total charges and deductions from income		$7,775 96
Net divisible income		$7,304 67
Dividends declared .....per cent. on $		
" .....per cent. on $		
Total dividends declared		.....
Surplus for the year ending December 31, 1921		$7,304 67

Amount of surplus or deficit, December 31, 1921	.....
Credits to profit and loss account during the year	
Total credits	
Debits to profit and loss account during the year	
Total debits	
Net amount credited to profit and loss	.....
Total surplus or deficit, December 31, 1921	.....

Earnings and Expenses of Operation

Earnings from operation	
Receipts from passengers carried	$75,827 47
" carriage of mails	
" carriage of express and parcels	
" carriage of freight	
" tolls for use of tracks by other companies	
" rentals of buildings and other property—Rents	1,470 10
" advertising in cars	442 00
" interest on deposits	
Other earnings from operation	
Lake Ontario Park	566 53
Gross earnings from operation	$78,306 10
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants	$5,365 92
General office expenses and supplies—Office expenses, $269.28; Postage, $36.06	305 34
Legal expenses	16 00
Insurance	1,483 87
Switching charges, if any	
Other general expenses—Express, $1,194.39; Oil and grease, $141.04; Taxes, $685.43; Water and light, $83.77; Advertising Dist., $192.15; Printing and stationery, $502.81; M. S. Exp. $232.83;Bank .10; B. P. W. Tax, $51.46	3,083 98
Maintenance of roadbed and buildings:	
Repair of roadbed and track—Ordinary repairs	7,074 31
Repair of electric line construction	590 11
Repair of buildings	2,400 53
Maintenance of equipment:	
Repair of cars—Wages	9,264 20
Repair of electric equipment of cars	4,999 11
Repair of miscellaneous equipment	
Provender and stabling	
Transportation expenses:	
Cost of electric motive power, $6759.18; less power sold, $.....; net	6,759 18
Wages and compensation of persons employed in conducting transportation	23,129 60
Removal of snow and ice	181 05
Damages for injuries to persons and property	
Tolls for trackage over other railways—Lake Ontario Park	206 14
Rentals of buildings and other property	
Other transportation expenses	
Total Operating Expenses	$64,859 34

Property Accounts—Additions and Deductions during the Year

Additions to railway:	
Extension of tracks (length.....feet)	
New electric line construction (length.....feet)	
Other additions to railway	
Total additions to railway	

Additions to equipment:

Additional cars (.....in number).....
Electric equipment of same.....
Other additional rolling stock.....
Other additions to equipment.....

Total additions to equipment.....

Additions to land and buildings:

Additional land necessary for operation of railway.....
New electric power stations, including machinery, etc.....
Additional equipment of power stations.....
Other new buildings necessary for operation of railway.....

Total additions to land and buildings.....

Additions to other permanent property:

.....

Total additions to other permanent property..... .....

Total additions to Property Accounts.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts).....

Total deductions from property accounts.....

Net addition to property accounts for the year.....

General Balance Sheet

Assets

Cost of railway:

Roadbed and tracks.....
Electric line construction, including poles, wiring, feeder lines, etc.....
Interest accrued during construction of railway.....
Engineering and other expenses incident to construction.....
Other items of railway cost.....

Total cost of railway owned.....

Cost of equipment:

Passenger cars and other rolling stock.....
Electric equipment of same .....
Other items of equipment.....

Total cost of equipment owned.....

Cost of land and buildings:

Land necessary for operation of railway.....
Electric power stations, including equipment.....
Other buildings necessary for operation of railway.....

Total cost of land and buildings owned.....
Other permanent property.....

Total cost of other permanent property owned.....

Total permanent investments..... .....

Cash and current assets:

Cash.....
Bills and accounts receivable.....
Sinking and other special funds.....
Other cash and current assets.....

Total cash and current assets.....

Miscellaneous assets:

Materials and supplies	
Other assets and property	
Total miscellaneous assets	
Profit and loss balance—deficit	
Total	

The Company now operating this road acquired it when insolvent by purchasing the outstanding debts and stock. A financial re-organization was authorized and carried into effect pursuant to 6 Edw. VII., chap. III. Nothing was paid on bonded indebtedness until July 15th, 1906. The annual charge is $4,000.

DECEMBER 31.

LIABILITIES

Capital stock, common	$40,000 00
preferred	43,100 00
Total capital stock	83,100 00
Funded debt	
Real estate mortgages	100,000 00

Current liabilities:

Loans and notes payable	
Audited vouchers and accounts	
Salaries and wages	
Dividends not called for	
Matured interest coupons unpaid	
Rentals due and unpaid	
Miscellaneous current liabilities	
Total current liabilities	

Accrued liabilities:

Interest accrued and not yet due	
Taxes accrued and not yet due	
Rentals accrued and not yet due	
Miscellaneous accrued liabilities	
Total accrued liabilities	
Sinking and other special funds	
Total sinking and other special funds	
Profit and loss balance—surplus	
Total	

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital stock:

Capital stock authorized by law, common	
preferred	
Total capital stock authorized by law	
Capital stock authorized by votes of company, common	
preferred	
Total capital stock authorized by vote	
Capital stock issued and outstanding, common	$40,000 00
preferred	43,100 00
Total capital stock outstanding	83,100 00

Amount paid in on.....shares not yet issued		
on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		.....
Number of shares issued and outstanding, common	400	
preferred	431	
Total number of shares outstanding	831	
Number of stockholders, common	20	
preferred	5	
Total number of stockholders	25	
Amount of stock held, common		
preferred		
Total stock held		

Real Estate Mortgages

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
All to secure Bonds	.....	5/7/26	$100,000.00	.....
Sec. 6—Edw. VII., chap. III.	4%	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

Funded Debt—Sinking and other Special Funds

NONE.....

.....

.....

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	1,193,173
Number carried per mile of main railway track operated	149,147
Number of car miles run	199,680
Average number of persons employed	19
If the Company commenced operation during the year, give the date	
Average amount received from each passenger—revenue passenger	6.35c
Amount of passenger earnings per mile of road	
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	9 miles
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator Cars	Platform cars	Coal and dump cars	Conductors' vans	Work cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	8	...	...	...	...	...	...	...	...	...	1	1	2	all	...	all
Open passenger cars	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Miscellaneous Equipment

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	None
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	8				
Length of second main track					
Total length of main track					
Length of sidings, switches, etc.					
Total, computed as single track					
Length of line under construction					

Description of Freight Carried

.....

.....

.....

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. ties per mile	General remarks
Steel	Iron	Steel	Iron		
Steel	.....	56—60	.....	.....	.....
.....	.....	90 lbs.	.....	2,600	.....
.....	.....	T.	rails	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: City of Kingston, Village of Portsmouth.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With Kingston-Pembroke Railway, at cor. of Montreal and Rideau Sts., in the city of Kingston	.....	Derails	One	.....
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	.....	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	.....	.....	.....
Radius of sharpest curve	45ft.	.....	.....	.....
No. of feet per mile of heaviest gradient	5%	.....	.....	.....
Gauge of railway	4ft. 8½ins.	.....	.....	.....
Width of devil strip	4' 4" to 4' 8½"	.....	.....	.....
Total number of tracks at crossings	.....	.....	.....	.....

Number of above crossings at which frogs are inserted in the tracks.....

SUMMARY OF ACCIDENTS TO PROPERTY

DECEMBER 31, 1921

.....

.....

.....

Total amount paid during year for damages caused by accidents $131.75

ACCIDENTS TO PERSONS

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers	.....	.....	.....	2	.....	.....
Employees	.....	.....	.....	.....	.....	.....
Other persons	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	2	.....	.....

WAGES, STREET RAILWAY CO.'S OR RADIAL RAILWAYS

	No. Employed	Average No. of hours on duty per Day	Wages per day		
			1st 6 mos.	2nd 6 mos.	2nd Year
25c per day increase from April 10th, 1920.		Hours			Day
Inspectors—All year	1	10	.....	.....	$3.80
Conductors—All year	10	10	3.25	3.30	3.35
Motormen —All year	10	10	.....	.....	.....
Starters	.....	.....	.....	.....	.....
Roadmen	.....	10	.....	.....	3.50
Linemen	2	10	.....	.....	3.95
Engineers	.....	.....	.....	.....	.....
Blacksmiths	1	10	.....	.....	5.00
Firemen	.....	.....	.....	.....	.....
Electricians—Carpenter	.....	.....	.....	.....	5.00
Armature winders helper	.....	.....	.....	.....	3.55
Machinists and Mechanics	.....	.....	.....	.....	.....
Car Cleaners	.....	.....	.....	.....	.....
Average number of employees	.....	.....	.....	.....	.....
Watchmen	1	12	.....	.....	21.60
Switchmen and crossing tenders	.....	.....	.....	.....	7 nights

CORPORATE ORGANIZATION

Corporate name and address of the company:

Kingston, Portsmouth and Cataraqui Electric Railway Company, Kingston, Ont.

Names and business address of principal officers:

President—Henry W. Richardson, Kingston, Ont. (deceased).

Vice-President—Robt. V. Rogers, Kingston, Ont. (deceased).

Treasurer and Secretary—William F. Nickle, Kingston, Ont.

Superintendent—Hugh C. Nickle.

Name of officer and address to whom correspondence regarding this report should be addressed

Wm. F. Nickle, Secretary and Treasurer, Kingston, Ont.

Names and residence of Board of Directors:

Henry W. Richardson, Kingston, Ont. (deceased)

Robt. V. Rogers, Kingston, Ont. (deceased)

Wm. F. Nickle, Kingston, Ont.

Hugh C. Nickle, Kingston, Ont.

Capt. Geo. Richardson (killed in action).

Jas. Richardson, Kingston, Ont.

W. D. Ross, Toronto, Ont.

ANNUAL REPORT OF THE KITCHENER AND WATERLOO STREET RAILWAY COMPANY

For the Year Ending December 31st, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: City of Kitchener, and Town of Waterloo.
Name of company: The Kitchener and Waterloo Street Railway.
Date of incorporation: Purchased from private company by City of Kitchener on May 1st, 1907.
Dates of subsequent legislation:
Date of expiry of franchise:
Amount paid to municipality per year per mile of track:
Further amounts, if any, paid to municipality by way of percentage earnings, 75% on $3,155.04 paid to City of Kitchener and 25% of $3,155.04 paid to Town of Waterloo.
Total amount paid municipality during year for franchise—Kitchener $2,366.28
Waterloo 788.76

Appraised value of plant and tracks for purposes of taxation:
Total taxes paid during year to municipality: $280.59.
Amount of aid received from municipality, if any: None.
Power consumed per car mile in kilowatt hours: 4.3 K.W.H.
Cost per horsepower for motive power used in operating plant: $35.19.
Cost of power per kilowatt per hour: 97c.
Cost of power per car mile: 4.2c.
Average speed of cars: 12 miles per hour.
State if power is purchased or generated by company: Purchased.
State if power is generated by steam or water power: Ontario Hydro Electric.
Give number of power houses: One.

General Exhibit for the Year

Gross earnings from operation		$103,637 97
Operating expenses		99,062 36
Net earnings from operation		$24,575 61
Miscellaneous income		
Total miscellaneous income		.....
Gross income above operating expenses		$24,575 61
Charges upon income accrued during the year:		
Interest on funded debt	$6,464 02	
Interest and discount on unfunded debts and loans		
Taxes, municipal	280 59	
Taxes, provincial		
Taxes, commutation		
Rentals of leased railways		
Annual payment of debenture principal	5,523 64	
Depreciation	9,650 76	
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		21,919 01
Net divisible income		2,656 60
Dividends declared .....per cent. on $		
.....per cent. on		
Total dividends declared		.....
Surplus for the year ending Dec. 31, 1921		2,656 60

Amount of surplus or deficit, Dec. 31, 1921		
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		.....
Total surplus, December 31, 1921		$2,656 60

Earnings and Expenses of Operation

Earnings from Operation:		
Receipts from passengers carried		$95,319 78
" carriage of mails		3,200 00
" carriage of express and parcels		174 03
" carriage of freight		
" tolls for use of tracks by other companies		3,974 93
" rentals of buildings and other property		
" advertising in cars		853 20
" interest on deposits		116 03
Other earnings from operation		
Gross earnings from operation		$103,637 97
Expenses of Operation:		
General expenses:		
Salaries of general officers and clerks and attendants		3,543 47
General office expenses and supplies		1,150 09
Legal expenses		85 67
Insurance		2,249 25
Switching charges, if any		
Other general expenses—Injuries and damages		161 41
Maintenance of roadbed and buildings:		
Repair of roadbed and track		8,268 66
Repair of electric line construction		152 21
Repair of buildings		129 58
Crossing Expense (watchmen) and repairs		3,106 70
Maintenance of equipment:		
Repair of cars		2,643 20
Repair of electric equipment of cars		3,299 06
Repair of miscellaneous equipment—Tools		219 53
Barn expense	$584 81	
Car service expense	1,827 68	
		2,412 49
Transportation expenses:		
Cost of electric motive power, $.....; less power sold, $.....; net		12,509 26
Wages and compensation of persons employed in conducting transportation		38,246 80
Removal of snow and ice		99 99
Damages for injuries to persons and property		
Tolls for trackage over other railways		
Rentals of buildings and other property		
Other transportation expenses—Maple Lane Station	$ 60 34	
Utility equipment	724 65	
		784 99
Total operating expenses		$79,062 36

Property Accounts—Additions and Deductions during the Year

Additions to railway:		
Extension of tracks (length.....feet)	$4,903 36	
New electric line construction (length.....feet)	911 50	
Other additions to railway		
Total additions to railway		$5,814 86

Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same	$219 98	
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		$219 98
Additions to land and buildings:		
Additional land necessary for operation of railway	$648 85	
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of railway (Maple Lane Station)	5,036 18	
Total additions to land and buildings		5,685 03
Additions to other permanent property		
Total additions to other permanent property		
Total additions to property accounts		$11,719 87
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Total deductions from property accounts		
Net addition to property accounts for the year		$11,719 87

General Balance Sheet
Dec. 31, 1921

Assets

Cost of railway:		
Roadbed and tracks	$98,412 30	
Electric line construction, including poles, wiring, feeder lines, etc.	13,240 50	
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		$111,652 80
Cost of equipment:		
Passenger cars and other rolling stock	68,812 71	
Electric equipment of same	22,049 92	
Other items of equipment		
Total cost of equipment owned		90,862 63
Cost of land and buildings:		
Land necessary for operation of railway	4,407 69	
Electric power stations, including equipment		
Other buildings necessary for operation of railway	21,304 11	
Total cost of land and buildings owned		25,711 80
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		228,227 23
Cash and current assets:		
Cash	1,235 68	
Bills and accounts receivable	2,210 27	
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		3,445 95
Miscellaneous assets:		
Materials and supplies		
Other assets and property	12,320 27	
Total miscellaneous assets		12,320 27
Profit and loss balance—deficit		.....
Total		$243,993 45

Liabilities

Capital stock, common		
preferred		
Total capital stock		
Funded debt		$124,341 37
Real estate mortgages		
Current liabilities:		
Loans and notes payable	$2,446 77	
Audited vouchers and accounts	2,000 00	
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
Bank overdraft	718 85	
Total current liabilities		5,165 62
Accrued liabilities:		
Interest accrued and not yet due	3,222 72	
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		3,222 72
Sinking and other special funds:		
Debentures paid	$52,258 63	
Balance—depreciation account	56,348 51	
Total sinking and other special funds		108,607 14
Profit and loss balance—surplus		2,656 60
Total		$243,993 45

Capital Stock—Real Estate Mortgages

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.....
.....

Funded Debt—Sinking and Other Special Funds

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.....

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	2,333,414
Number carried per mile of main railway track operated	409,370
Number of car miles run	252,139
Average number of persons employed	28
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	4.085c
Amount of passenger earnings per mile of road	$16,722 77
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cats per hour	
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	10	1	...	...	...	...	...	...	...	...	1	...	1	all	...	all
Open passenger cars	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...

MISCELLANEOUS EQUIPMENT

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	4.30	.....	.....	4.30	4.30
Length of second main track	1.40	.....	.....	1.40	1.40
Total length of main track	5.70	.....	.....	5.70	5.70
Length of sidings, switches, etc.	.38	.....	.....	.38	.38
Total, computed as single track	6.08	6.08	.....	6.08	6.08
Length of line under construction	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED

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.....
.....

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: City of Kitchener, Town of Waterloo.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	No. of tracks at Crossing	
			Railroad Tracks	Railway Tracks
With G.R.Ry., at King St., Kitchener	.....	Interlocker	3	1
With G.R.Ry., Waterloo	.....	Interlocker	2	1
With Grand River Ry. at Wilmot Street, Kitchener	Yes	.....	1	1
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	2	.....	.....	.....
No. of highway crossings	None	.....	.....	.....
Height of overhead bridges above rail level	None	.....	.....	.....
Radius of sharpest curve	50 ft.	.....	.....	.....
No. of feet per mile of heaviest gradient	3.9%	.....	.....	.....
Gauge of railway	4ft. 8½"	.....	.....	.....
Width of devil strip	5ft. 2"	.....	.....	.....
Total number of tracks at crossings	.....	.....	.....	.....

Number of above crossings at which frogs are inserted in the tracks:

SUMMARY OF ACCIDENTS TO PROPERTY

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ACCIDENTS TO PERSONS

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WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

	No. Employed	Average No. of hours on duty per day	Wages per day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors	.....	.....	.....	.....	.....
Conductors	10	10	$3.62½	$4.12½	$4.50
Motormen	10	10	3.62½	4.12½	4.50
Starters	.....	.....	.....	.....	.....
Roadmen	2	10	.....	.....	4.00-4.50
Linemen	.....	.....	.....	.....	.....
Engineers	1	.....	200.00	Per	month
Blacksmiths	1	10	.....	.....	5.50
Firemen	.....	.....	.....	.....	.....
Electricians	.....	.....	.....	.....	.....
Armature winders	1	10	.....	.....	4.50
Machinists and mechanics	2	10	.....	.....	4.50-5.00
Car cleaners	1	12	.....	.....	4.20
Average number of employees	.....	.....	.....	.....	.....
Watchmen	.....	.....	.....	.....	.....
Switchmen and crossing tenders	.....	.....	.....	.....	.....

Corporate Organization

Corporate name and address of the company:

The Kitchener Light Commission, 169 King Street West, Kitchener, Ont.

Names and business addresses of principal officers:

Chairman—George Lippert Sr., 222 Louisa Street, Kitchener, Ont.
Vice-Chairman—A. R. Lang, 337 King St. West, Kitchener, Ont.
Treasurer—G. H. Clarke, 169 King Street West, Kitchener, Ont.
General Counsel—H. J. Sims, 77 King Street West, Kitchener, Ont.
Auditor—J. M. Scully, F.C.A., 9 Foundry Street South, Kitchener, Ont.
General manager and superintendent—V. S. McIntyre, 169 King St. W., Kitchener, Ont.

Name of officer and address to whom correspondence regarding this report should be addressed:
G. H. Clarke, Secretary-Treasurer, 169 King Street West, Kitchener, Ont.

Names and residences of Board of Directors:

Geo. Lippert, Sr., 659 King Street West, Kitchener, Ont.
A. R. Lang, 377 King Street West, Kitchener, Ont.
C. H. Doerr, 128 Weber Street West, Kitchener, Ont.
Carl Kranz, 38 King Street East, Kitchener, Ont.

ANNUAL REPORT OF THE
LAKE HURON AND NORTHERN ONTARIO RAILWAY COMPANY

For the Year Ending Dec. 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: Plummer, Plummer Additional and Aberdeen.

Name of company: Lake Huron and Northern Ontario Railway Company.

Date of incorporation: 1899.

Dates of subsequent legislation: April 1901, 1902; May 1903, 1905, 1906; April 1909; March 1910; April 1912, 1913; May 1913, 1915, 1919; July 1920, June, 1921

Date of expiry of franchise: 1922.

Amount paid to municipality per year per mile of track:

Further amounts, if any, paid to municipality by way of percentage earnings, % on $:

Total amount paid municipality during year for franchise:

Appraised value of plant and tracks for purposes of taxation:

Total taxes paid during year to municipality: $116 73

Amount of aid received from municipality, if any:

Power consumed per car mile in kilowatt hours:

Cost per horse power for motive power used in operating plant:

Cost of power per kilowatt per hour:

Cost of power per car mile:

Average speed of cars:

State if power is purchased or generated by company:

State if power is generated by steam or water power

Give number of power houses:

General Exhibit for the Year

Gross earnings from operation		$11,819 71
Operating expense		11,766 59
Net earnings from operation		$53 12
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses		$53 12
Charges upon income accrued during the year:		
Interest on funded debt		
Interest and discount on unfunded debts and loans		
Taxes, municipal	$116 73	
Taxes, provincial		
Taxes, commutation		
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		116 73
Net divisible income		$63 61
Dividends declared.....per cent. on $		
.....per cent. on $		
Total dividends declared		
Deficit for the year ending Dec. 31, 1921		$63 61
Amount of surplus or deficit Dec. 31, 1921		
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		
Total surplus or deficit Dec. 31, 1921		

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	
" carriage of mails	
" carriage of express and parcels	
" carriage of freight	$11,819 71
" tolls for use of tracks by other companies	
" rentals of buildings and other property	
" advertising in cars	
" interest on deposits	
Other earnings from operation	
Gross earnings from operation	$11,819 71
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	
General office expenses and supplies	
Legal expenses	
Insurance	
Switching charges, if any	
Other general expenses	$11,776 59
Maintenance of roadbed and buildings:	
Repair of roadbed and track	
Repair of electric line construction	
Repair of building	

Maintenance of equipment:		
Repair of cars		
Repair of electric equipment of cars		
Repair of miscellaneous equipment		
Provender and stabling		
Transportation expenses:		
Cost of electric motive power, $.....; less power sold, $.....; net		
Wages and compensation of persons employed in conducting transportation		
Removal of snow and ice		
Damages for injuries to persons and property		
Tolls for trackage over other railways		
Rentals of buildings and other property		
Other transportation expenses		
Total operating expenses		$11,776 59

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway:		
Extension of tracks (length.....feet)		
New electric line construction (length.....feet)		
Other additions to railway		
Total additions to railway		.....
Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		.....
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		.....
Additions to other permanent property		
Total additions to other permanent property		
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Total deductions from property accounts		
Net addition to property accounts for the year		.....

GENERAL BALANCE SHEET

ASSETS

Cost of railway:		
Roadbed and tracks	$595,000 00	
Electric line construction, including poles, wiring ,feeder lines, etc		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		$595,000 00
Cost of equipment:		
Passenger cars and other rolling stock	10,000 00	
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		10,000 00

Cost of land and buildings:		
Land necessary for operation of railway	$4,000 00	
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		$4,000 00
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		
Cash and current assets:		
Cash		
Bills and accounts receivable		
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		.....
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		
Profit and loss balance—deficit		.....
Total		$609,000 00

LIABILITIES

Capital stock, common	$595,000 00	
preferred		
Total capital stock		$595,000 00
Funded debt		595,000 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities	23,600 00	
Total current liabilities		23,600 00
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		

NOTE—$446,000 Capital stock and
505,000 Bonds — in hands of Pool for financing road.

Sinking and other special funds		
Total sinking and other special funds		
Profit and loss balance—surplus		
Total		$1,213,600 00

Capital Stock—Real Estate Mortgages

Capital Stock

Capital stock authorized by law, common	$12,000,000 00	
preferred		
Total capital stock authorized by law		
Capital stock authorized by votes of company, common	595,000 00	
preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		$595,000 00
preferred		
Total capital stock outstanding		
Amount paid in on.....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		
Number of shares issued and outstanding, common		
preferred		
Total number of shares outstanding		
Number of stockholders, common	134	
preferred		
Total number of stockholders		
Amount of stock held, common		
preferred		
Total stock held		

Real Estate Mortgages

.....
.....
.....

Funded Debt—Sinking and Other Special Funds

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
30 Year Gold Bond, due April 1943 for 35,000 per mile of road				
.....	.....	.....	.....	.....

Sinking and Other Special Funds

.....
.....
.....

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	
Number carried per mile of main railway track operated	
Number of car miles run	
Average number of persons employed	
If the company commenced operation during the year, give the date	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue.....
Number of tons rfeight carried per mile of road.....
Average amount received for each ton of freight.....
Average receipts per ton of freight per mile.....
Average rate of passenger cars per hour.....
Average rate of speed of freight cars per hour.....

Description of Equipment

Box passenger Cars..... 1
Open passenger Cars.....1 box car, 8 flat cars, 1 steam locomotive....

Miscellaneous Equipment

	Total Number
Barges and omnibuses.....	
Carts and snow sleds.....	
Other railway rolling stock.....	None
Other highway vehicles.....	
Horses.....	
Other items of equipment.....	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line.....	15	.....	.....	.....	15
Length of second main track.....	2	.....	.....	.....	2
Total length of main track.....	17	.....	.....	.....	17
Length of sidings, switches, etc.....	3	.....	.....	.....	3
Total, computed as single track..	20	.....	.....	.....	20
Length of line under construction, contract.....	125	.....	.....	.....	.....

Description of Freight Carried

Flour Bbls.	Flour Tons	Lumber Ft.,B.M.	Lumber Tons	Fuel Cords	Fuel Tons	All other Articles	Total Tonnage	Remarks
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....

Description of Roadbed, Etc.

Rails		Weight per yard		No. Ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	56	.....	2,600	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the company are located: Bruce Mines, Rydal Bank.

Grade Crossings with Railroads, Etc.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (one in number), viz.: With C.P.R. "Soo" Line		Interlocking		
No. junctions with other railways				
No. of overhead bridges				
No. of highway crossings	16			
Height of overhead bridges above rail level				
Radius of sharpest curve	8			
No. of feet per mile of heaviest gradient	2%			
Gauge of railway	4.8½			
Width of devil strip				
Total number of tracks at crossings				

Number of above crossings at which frogs are inserted in the tracks.....

Summary of Accidents to Property

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.....
.....

Accidents to Persons

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.....
.....

Wages, Street Railway Co's. or Radial Railways

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.....
.....

Corporate Organization

Corporate name and address of the company:
The Lake Huron and Northern Ontario Railway Company, Bruce Mines, Ont.

Names and business address of principal officers:
President—Daniel G. Curtis, Erie, Pa.
Vice-Presidents—H. Appleton, Bruce Mines, J. H. MacCane, Sault Ste. Marie.
Treasurer—J. H. MacCane, Sault Ste Marie.
General Counsel—E. Long, Toronto.
General Manager—H. Appleton.

Name of officer, and address, to whom correspondence regarding this report should be addressed:
J. H. MacCane, Secretary, Sault Ste. Marie.

Names and residence of Board of Directors:
Harry Appleton, Bruce Mines, Ont.
John H. MacCane, Sault Ste. Marie, Ont.
Robert A. Lyon, Toronto, Ont.
Walter J. Bothwell, Detroit, Mich.
Charles F. Welsh, Detroit, Mich.
Charles W. Hurrah, Detroit, Mich.
Ford Beagle, Beaver Falls, Pa.
Daniel G. Curtis, Erie, Pa.

ANNUAL REPORT OF THE LONDON STREET RAILWAY COMPANY

For the Year Ending December 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: London, Ontario.
Name of company: The London Street Railway Company.
Date of incorporation: 1873—March 29th.
Dates of subsequent legislation: 1889, cap. 79; 1894, cap. 89; 1895, cap. 105; 1897, cap. 67; 1899, cap. 97; 1902, cap. 82; 1905, cap. 98.
Date of expiry of franchise: March 8th, 1925.
Amount paid to municipality per year per mile of track: Nil.
Further amounts, if any, paid to municipality by way of percentage earnings, % on $:
Total amount paid municipality during year for franchise: Nil.
Appraised value of plant and tracks for purposes of taxation:
Total taxes paid during year to municipality: City, $7,638.12: others, $237.10; total $7,875.22.
Amount of aid received from municipality, if any: Nil.
Power consumed per car mile in kilowatt hours: Total 3,999,600 K.W. Hrs.—1,783,275 miles—2.25 K.W. Hrs.
Cost per horse power for motive power used in operating plant: $32.00 H.P.
Cost of power per kilowatt per hour: 92½ cents.
Cost of power per car mile: $2.08 cents.
Average speed of cars: Nine miles per hour.
State if power is purchased or generated by company: Purchased from Hydro Power.
State if power is generated by steam or water power: No.
Give number of power houses: One—Dismantled.

General Exhibit for the Year

Gross earnings from operation (See note)		$567,866 26
Operating expenses		487,344 13
Net earnings from operation		80,522 13
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses		80,522 13
Charges upon income accrued during the year:		
Interest on funded debt	$25,105 94	
Interest and discount on unfunded debts and loans	1,006 74	
Taxes, municipal	$7,875 22	
Taxes, provincial	526 28	
Taxes, commutation	8,401 50	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Depreciation of roads and equipment	34,495 05	
Total charges and deductions from income		69,009 23
Net divisible income		$11,512 90
Dividends declared .....per cent. on $	(See note)	
.....per cent. on $	re increased fares).	
Total dividends declared		.....
Surplus for the year ending Dec. 31, 1921		$11,512 90
Amount of surplus Dec. 31, 1920	84,576 38	
Credits to profit and loss account during the year:		
Ontario Railway and Municipal Board—Operation 1920	183 94	
Total credits	$84,260 32	

Debits to profit and loss account during the year:		
Miscellaneous—on account of 1920	$2,670 51	
Total debits	$2,670 51	
Net amount credited to profit and loss		$81,589 81
Total surplus or deficit Dec. 31, 1921		$93,102 71

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	$559,838 57
" carriage of mails	2,475 11
" carriage of express and parcels	
" carriage of freight	
" tolls for use of tracks by other companies	
" rentals of buildings and other property	320 00
" advertising in cars	4,292 08
" interest on deposits	
Other earnings from operation—Chartered cars	624 20
Miscellaneous sources	316 30
Gross earnings from operation	$567,866 26
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	15,907 12
General office expenses and supplies	1,642 87
Legal expenses	2,830 00
Insurance	3,443 49
Switching charges, if any	
Other general expenses—Miscellaneous expenses	8,513 07
Maintenance of roadbed and buildings:	
Repair of roadbed and track	40,472 21
Repair of electric line construction	13,060 14
Repair of buildings	2,364 47
Maintenance of equipment:	
Repair of cars	37,444 99
Repair of electric equipment of cars	27,996 02
Repair of miscellaneous equipment	4,232 68
Provender and stabling	
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	37,014 84
Wages and compensation of persons employed in conducting transportation	254,024 54
Removal of snow and ice	281 14
Damages for injuries to persons and property	19,245 26
Tolls for trackage over other railways	
Rentals of buildings and other property	
Other transportation expenses:	
Miscellaneous car service expenses	13,657 50
Miscellaneous	5,213 79
Total operating Expenses	$487,344 13

Property Accounts—Additions and Deductions During the Year

Additions to railway:	
Extension of tracks (length.....feet)	
New electric line construction (length.....feet)	
Other additions to railway	
Total additions to railway	

Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment—Motor trucks	$2,410 20	
Miscellaneous office expenses	67 17	
Total additions to equipment		$2,477 37
Additions to land and buildings:		
Additional land necessary for operation of railway	675 00	
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		675 00
Additions to other permanent property		
Total additions to other permanent property		.....
Total additions to property accounts		3,152 37
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Body of car scrapped	1,500 00	
Power house scrap	11 40	
Total deductions from property accounts		1,511 40
Net addition to property accounts for the year		$1,640 97

General Balance Sheet

Assets

Cost of railway:		
Roadbed and tracks	$813,993 71	
Electric line construction, including poles, wiring, feeder lines, etc.	86,404 91	
Interest accrued during construction of railway	70,937 50	
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		$971,336 12
Cost of equipment:		
Passenger cars and other rolling stock	178,133 51	
Electric equipment of same	103,427 81	
Other items of equipment—Miscellaneous equipment	42,675 11	
Miscellaneous office equipment	6,606 20	
Total cost of equipment owned		330,842 63
Cost of land and buildings:		
Land necessary for operation of railway and buildings	95,460 16	
Electric power stations, including equipment	102,960 57	
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		198,420 73
Other permanent property	7,192 47	
Total cost of other permanent property owned		7,192 47
Total permanent investments		$1,507,791 95
Cash and current assets:		
Cash	$23,834 50	
Bills and accounts receivable	1,455 62	
Sinking and other special funds		
Other cash and current assets—Prepaid insurance	277 50	
Total cash and current assets		25,567 62

Miscellaneous assets:		
Materials and supplies	$27,065 34	
Other assets and property	1,854 83	
Total miscellaneous assets		$28,920 17
Profit and loss balance—deficit		
Total		$1,562,279 74

LIABILITIES

Capital stock, common		$637,480 00
preferred		
Total capital stock		$637,480 00
Funded debt		486,000 00
Real estate mortgages		
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts	13,921 57	
Salaries and wages	13,709 91	
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
Tickets outstanding	19,744 64	
Suspense accounts	346 02	
Total current liabilities		48,784 50
Accrued liabilities:		
Interest accrued and not yet due	7,665 64	
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		7,665 64
Sinking and other special funds		
Injuries and damages	5,713 79	
Depreciation	283,533 10	
Total sinking and other special funds		289,246 89
Profit and loss balance—surplus		43,102 71
Total		$1,562,279 74

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital stock:		
Capital stock authorized by law, common	$750,000 00	
preferred		
Total capital stock authorized by law		
Capital stock authorized by votes of company, common		
preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		$637,480 00
preferred		
Total capital stock outstanding		$637,480 00

Amount paid in on.....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		$637,480 00
Number of shares issued and outstanding, common	15,937	
preferred		
Total number of shares outstanding	15,937	
Number of stockholders, common		
preferred		
Total number of stockholders		
Amount of stock held, common	637,480 00	
preferred		
Total stock held	$637,480 00	

Real Estate Mortgages

.....
.....
.....

Funded Debt—Sinking and Other Special Funds

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
First Mortgage 5% Gold Bonds	5%	March 8 1925	$486,000 00	$25,725 00
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals			$486,000 00	$25,725 50

Sinking and Other Special Funds

Amount December 31, 1920, of depreciation fund		$249,588 05
Injuries and damages		5,771 66
Total, Dec. 31, 1920		$255,359 71
Additions during the year—Depreciation		34,495 05
Total including additions		$289,854 76
Deductions during the year—Depreciation	550 00	
Injuries and damages	57 87	
		607 87
Total sinking and other special funds Dec. 31, 1921		$289,246 89

Volume of Traffic, Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	14,866,566
Number carried per mile of main railway track operated	
Number of car miles run	1,783,275
Average number of persons employed	
If the company commenced operation during the year, give the date	
Average amount received from each passenger	3.76 cents
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	None
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	None

Description of Equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box p'sngr cars																
Open " "																

Miscellaneous Equipment

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other Railways	Total owned, leased, etc.	Total operated
Length of railway line					
Length of second main track					
Total length of main track	36.10				36.10
Length of sidings, switches, etc.					
Total, computed as single track					
Length of line under construction					

Description of Freight Carried

Description of Roadbed, Etc.

Names of the several cities and towns in which the railways operated by the Company are located:

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossings	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With Grand Trunk, Richmond St.	.....	Derails and gates	5	2
With Grand Trunk, Rectory St.	.....	Derails and gates	5	1
With Grand Trunk, Dundas St.	.....	Interlocker	1	1
With Canadian Pacific, Richmond St.	.....	Derails and gates	2	2
Canadian Pacific, Richmond St. spur	No protect'n	.....	1	2
With Canadian Pacific, Adelaide St.	.....	Derail	2	1
With London & Port Stanley, Horton St.	.....	Interlocker	1	1
With London & Port Stanley, South St.	.....	Interlocker	2	1
No. junctions with other railways	1	.....	.....	.....
No. of overhead bridges	.....	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	.....	.....	.....
Radius of sharpest curve	37	.....	.....	.....
No. of feet per mile of heaviest gradient	334	.....	.....	.....
Gauge of railway	4' 8½"	.....	.....	.....
Width of devil strip	4' 9"	.....	.....	.....
Total number of tracks at crossings	.....	.....	19	11

Number of above crossings at which frogs are inserted in the tracks: All crossings.

SUMMARY OF ACCIDENTS TO PROPERTY

December 31, 1921

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to company's property	.....	13	.....	4	.....	74
Damage to property of municipality	.....	.....	.....	.....	.....	1
Damage to private property	1	31	.....	3	1	108
Total	1	44		7	1	183

Total amount paid during year for damages caused by accidents:

ACCIDENTS TO PERSONS

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers	.....	15	.....	31	.....	46
Employees	.....	14	.....	2	.....	16
Other persons	.....	7	1	12	1	19
Totals	.....	36	1	45	1	81

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

.....
.....
.....

CORPORATE ORGANIZATION

Corporate name and address of the company:
The London Street Railway Company, London, Ont.

Names and business address of principal officers:
President—Chas. Currie, Cleveland, Ohio.
Vice-President—Chas. H. Ivey, London, Ont.
Treasurer—Leonard Tait, London, Ont.
General Counsel—Ivey, Elliott & Ivey, London, Ont.
Auditor—F. H. Coles and J. P. Dewan.
General Manager—C. B. King.
Superintendent—H. H. Humeston.

Name of officer, and address, to whom correspondence regarding this report should be addressed:
L. Tait, Secretary-Treasurer, London, Ont.

Names and residence of Board of Directors:
Chas. Currie, Cleveland, Ohio.
Chas. H. Ivey, London, Ont.
P. W. D. Brodrick, Toronto, Ont.
W. M. Spencer, London, Ont.
R. G. Ivey, London, Ont.
C. B. King, London, Ont.
R. R. Alexander, Cleveland, Ohio.

ANNUAL REPORT OF THE

MOUNT McKAY AND KAKABEKA FALLS RAILWAY COMPANY, LIMITED

FOR THE YEAR ENDING DECEMBER 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: Municipality of Neebing and Township of Paipoonge.
Name of company: Mount McKay and Kakabeka Falls Railway Company, Limited.
Date of incorporation: 1904.
Dates of subsequent legislation: 1908, 1912, 1916 and 1920.
Date of expiry of franchise: April, 1922.
Amount paid to municipality per year per mile of track: Nil.
Further amounts, if any, paid to municipality by way of percentage earnings, % on $: Nil.
Total amount paid municipality during year for franchise: Nil.
Appraised value of plant and tracks for purposes of taxation:
Total taxes paid during year to municipality: $466 31
Amount of aid received from municipality, if any: Nil.
Power consumed per car mile in kilowatt hours: Nil.
Cost per horsepower for motive power used in operating plant:
Cost of power per kilowatt per hour:
Cost of power per car mile:
Average speed of cars:
State if power is purchased or generated by company:
State if power is generated by steam or water power: Steam.
Give number of power houses:

General Exhibit for the Year

Gross earnings from operation, from gravel sand and fill, off company's land		$3,417 50
Operating expenses including depreciation charges		25,842 93
Net earnings from operation		$22,425 43
Miscellaneous income—Dividends on stock	$28 00	
Rent of locomotives and cars	271 00	
Total miscellaneous income		299 00
Gross income above operating expenses		$22,126 43
Charges upon income accrued during the year:		
Interest on funded debt		
Interest and discount on unfunded debts and loans		
Taxes, municipal	$466 31	
Taxes, provincial	50 00	
Taxes, commutation		
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		516 31
Net divisible income		$22,642 74
Dividends declared .....per cent. on $		
Total dividends declared		
Deficit for the year ending December 31st, 1921		22,642 74
Amount of surplus, December 31, 1920	14,876 45	
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
1920 Income Tax	$984 03	
Total debits	984 03	
Net amount debited to profit and loss		13,892 42
Total deficit, December 31st, 1921		$8,750 32

Earnings and Expenses of Operation

Earnings from operation:		
Receipts from passengers carried		
" carriage of mails		
" carriage of express and parcels		
" carriage of freight		
" tolls for use of tracks by other companies		
" rentals of buildings and other property		271 00
" advertising in cars		
" interest on deposits		
Other earnings from operation		
Gross earnings from operation: From Gravel Land and Fill off Company's Land		3,417 50
Stock Dividends		28 00
Gross earnings from Operation		3,716 50
Expenses of operation:		
General expenses:		
Salaries of general officers and clerks and attendants		380 00
General office expenses and supplies		19 06
Legal expenses		259 24
Insurance		238 65
Switching charges, if any		
Other general expenses—Taxes	$516 31	
Bad Debts	227 26	
Loss on sale of steam shovel	596 00	
Discount Int. and Ex.	28 85	
		1,368 42

Maintenance of roadbed and buildings:		
Repair of roadbed and track		$482 50
Repair of electric line construction		
Repair of buildings		25 00
Maintenance of equipment:		
Repair of cars and locomotive		570 84
Repair of electric equipment of cars		
Repair of miscellaneous equipment		
Provender and stabling		
Transportation expenses:		
Cost of electric motive power, $.....; less power sold, $.....; net		
Wages and compensation of persons employed in conducting transportation		253 19
Removal of snow and ice		
Damages for injuries to persons and property		
Tolls for trackage over other railways		
Rentals of buildings and other property		
Other transportation expenses—Fuel	$ 310 50	
Miscellaneous	339 34	
Waste etc	7 60	
Handling Charges, Land etc	750 79	1,408 21
		5,005 11
Depreciation, Properties etc		21,354 13
Total operating expenses		$26,359 24

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway:		
Extension of tracks (length.....feet)		
New electric line construction (length.....feet)		
Other additions to railway		
Total additions to railway		
Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		
Additions to other permanent property		
Total additions to other permanent property		
Total additions to property accounts		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Sale of Steam Shovel	4,596 00	
Depreciation	21,354 13	
Total deductions from property accounts		25,950 13
Net deduction to property accounts for the year		$25,950 13

General Balance Sheet
Dec. 31, 1921

Assets

Cost of railway:		
Roadbed and tracks	$41,955 65	
Electric line construction, including poles, wiring, feeder lines, etc.		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		$41,955 65
Cost of equipment:		
Passenger cars and other rolling stock	32,859 97	
Electric equipment of same		
Other items of equipment: Pumping Plant and Windmill	750 94	
Total cost of equipment owned		33,610 91
Cost of land and buildings:		
Land necessary for operation of railway	326,641 96	
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		326,641 96
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		402,208 52
Cash and current assets:		
Cash	4,308 35	
Bills and accounts receivable	250 00	
Sinking and other special funds		
Other cash and current assets: Stock Certificates	1,490 00	
Total cash and current assets		6,048 35
Miscellaneous assets:		
Franchises	50,000 00	
Unexpired Insurance	160 00	
Materials and supplies	1,556 68	
Other assets and property; Parks and Power Development	5,671 62	
Renewal of Charter	64 81	
Total miscellaneous assets		57,453 01
Profit and loss balance—deficit		8,750 32
Total		$474,460 20

Liabilities

Capital stock, common		386,955 00
preferred		
Total capital stock		$386,955 00
Funded debt		
Real estate mortgages		
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts	2 28	
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
Total current liabilities		2 28

Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds:		
Reserve account	$87,502 92	
Total sinking and other special funds		$87,502 92
Profit and loss balance—surplus		
Total		$474,460 20

Capital Stock—Real Estate Mortgages

Capital stock:		
Capital stock authorized by law, common	$500,000 00	
preferred		
Total capital stock authorized by law	500,000 00	
Capital stock authorized by votes of company, common	386,955 00	
preferred		
Total capital stock authorized by vote	386,955 00	
Capital stock issued and outstanding, common		
preferred		
Total capital stock outstanding		$386,955 00
Amount paid in on .....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		$386,955 00
Number of shares issued and outstanding, common		
preferred		
Total number of shares outstanding		
Number of stockholders, common		
preferred		
Total number of stockholders		
Amount of stock held, common		
preferred		
Total stock held		

Real Estate Mortgages

.....

.....

.....

Funded Debt—Sinking and Other Special Funds

.....

.....

.....

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	None
Number carried per mile of main railway track operated	
Number of car miles run	
Average number of persons employed	10
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of Equipment

Box passenger cars—Trailer cars	2
Coal and dump cars	10
Open passenger cars	

Miscellaneous Equipment

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock—1 steam locomotive	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	5 miles				5 miles
Length of second main track					
Total length of main track					
Length of sidings, switches, etc.	1½ miles				1½ miles
Total, computed as single track					
Length of line under construction	Nil				

Description of Freight Carried

Sand and Gravel

Description of Roadbed, Etc.

Main Lines 80 Lbs.
Side Tracks 50 and 60 Lbs.

Names of the several cities and towns in which the railways operated by the Company are located: Municipality of Neebing, Township of Paipoonge.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With C.N.R.—They to come to Stop and this company to come to 4 miles per hour				
No. junctions with other railways				
No. of overhead bridges				
No. of highway crossings	3			
Height of overhead bridges above rail level				
Radius of sharpest curve	15%			
No. of feet per mile of heaviest gradient	3%			
Gauge of railway				
Width of devil strip				
Total number of tracks at crossings				

Number of above crossings at which frogs are inserted in the tracks.

SUMMARY OF ACCIDENTS TO PROPERTY

.....

.....

.....

ACCIDENTS TO PERSONS

.....

.....

.....

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

.....

.....

.....

CORPORATE ORGANIZATION

Corporate name and address of the company:

Mount McKay and Kakabeka Falls Railway Company, Limited, Fort William, Ont.

Names and business addresses of principal officers:

President—James Murphy.
Vice-President
Treasurer
Clerk of Corporation—W. C. Lillie, Secretary.
General Counsel—Dyke & Beeman.
Auditor—Smith & Ross.

Name of officer, and address, to whom correspondence regarding this report should be addressed:
Name, W. C. Lillie, Title, Secretary, Address, P.O. Box 210, Fort William, Ont.

Names and residences of Board of Directors:

James Murphy, Fort William, Ont.
Clarence H. Jackson, Fort William, Ont.
Wm. C. Lillie, Fort William, Ont.
Walter F. Hogarth, Fort William, Ont.
Thomas J. Walsh, Fort William, Ont.

ANNUAL REPORT OF THE NIAGARA FALLS PARK AND RIVER DIVISION OF INTERNATIONAL RAILWAY COMPANY

For the Year Ending Dec. 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: From Chippawa to Queenston in the Province of Ontario through the intervening municipalities.
Name of company: International Railway Company.
Date of incorporation: February 20th, 1902.
Dates of subsequent legislation: This company acquired under provisions of Chapter 86 of the Laws of Ontario for 1901, the Railway of the Niagara Falls Park and River Company, incorporated by Chapter 96 of the Laws of 1892. The Company operates this Railway in the Province of Ontario on the lands vested in the Commissioners of Queen Victoria Park on private property as a division of the entire system.
Date of expiry of franchise: 1932 and may be renewed for 20 years
Amount paid to municipality per year per mile of track: $277 42.

Further amounts, if any, paid to municipality by way of percentage earnings, % on $:	None
Total amount paid municipality during year for franchise	None
Appraised value of plant and tracks for purposes of taxation	$290,900 00
Total taxes paid during year to municipality	6,687 95
Amount of aid received from municipality, if any	None
Power consumed per car mile in kilowatt hours	10.37 kw. hrs.
Cost per horsepower for motive power used in operating plant	None
Cost of power per kilowatt per hour	$0.0038
Cost of power per car mile	$.00394
Average speed of cars	7.9
State if power is purchased or generated by company	Generated
State if power is generated by steam or water power	Water power
Give number of power houses	One

Note—Part of the power generated in Canada is used by other divisions of the company in the United States; no record is kept by the Company of the amount consumed by the Park and River Division.

General Exhibit for the Year

Gross earnings from operation		$218,434 18
Operating expenses		219,352 03
Net earnings from operation		$917 85
Miscellaneous income:		
Interest on deposits	$3,843 79	
Rent of land and buildings	10,607 20	
Total miscellaneous income		14,450 99
Gross income above operating expenses		$13,533 14

Charges upon income accrued during the year:		
Interest on funded debt	$30,000 00	
Interest and discount on unfunded debts and loans		
Taxes, municipal	$6,687 95	
Taxes, provincial	2,825 61	
Taxes, commutation		
	$9,513 56	
Rentals of leased railways—Not applicable		
Payments to sinking and other special funds—Not applicable		
Other deductions from income—Not applicable		
Total charges and deductions from income		$39,513 56
Net divisible income		$25,980 42
Dividends declared.....per cent. on $		
Dividends declared.....per cent. on $		
Total dividends declared		
Deficit for the year ending Dec. 31, 1921		$25,980 42
Amount of surplus or deficit Dec. 31, 1921		
Credits to profit and loss account during the year—Not applicable		
Total credits		
Debits to profit and loss account during the year—Not applicable		
Total debits		
Net amount credited to profit and loss		
Total surplus or deficit, Dec. 31, 1921—Not applicable		

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	$ 209909 61
" carriage of mails	709 35
" carriage of express and parcels	443 30
" Switching	3,878 72
" rent from equipment	19 50
" rentals of buildings and other property	35 00
" advertising in cars, etc	761 91
" Chartered cars	1,978 19
Parcel checks	67 10
Sale of power	611 50
Baggage revenue	20 00
Gross earnings from operation	$218,434 18
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	6,930 02
General office expenses and supplies	851 65
Legal expenses	1,456 29
Insurance	668 89
Switching charges, if any	
Other general expenses	29,396 57
Maintenance of roadbed and buildings:	
Repair of roadbed and track	14,356 18
Repair of electric line construction	5,165 82
Repair of buildings	3,283 59
Depreciation and equalization	22,381 47
Maintenance of equipment:	
Repair of cars	26,209 82
Repair of electric equipment of cars	12,975 82
Repair of miscellaneous equipment	3,365 91
Provender and stabling	1,200 52
Depreciation and equalization	10,878 92

Transportation expenses:	
Maintenance and operation of power plant	$14,525 29
Wages and compensation of persons employed in conducting transportation	60,087 23
Removal of snow and ice	1,322 06
Damages for injuries to persons and property	1,095 86
Tolls for trackage over other railways	
Rentals of buildings and other property	
Other transportation expenses—(Miscellaneous and service expense $2,251 93). (station expense $146 58) (car house expense $710 29) (other transportation expense $91 32)	3,200 12
Total operating expenses	$219,352 03

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway:	
Extension of tracks (length.....feet)	
New electric line construction (length.....feet)	
Other additions to railway	
Total additions to railway	None
Additions to equipment:	
Additional cars (.....in number)	
Electric equipment of same	
Other additional rolling stock	
Other additions to equipment	
Total additions to equipment	None
Additions to land and buildings:	
Additional land necessary for operation of railway	
New electric power stations, including machinery, etc.	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	
Total additions to land and buildings	None
Additions to other permanent property	
Total additions to other permanent property	None
Total additions to property accounts	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	
Total deductions from property accounts	None
Net addition to property accounts for the year	

GENERAL BALANCE SHEET
Dec. 31, 1921
ASSETS

Cost of railway:	
Roadbed and tracks	
Electric line construction, including poles, wiring, feeder lines, etc	
Interest accrued during construction of railway	
Engineering and other expenses incident to construction	
Other items of railway cost	
Total cost of railway owned	
Cost of equipment:	
Passenger cars and other rolling stock	
Electric equipment of same	
Other items of equipment	
Total cost of equipment owned	

Cost of land and buildings:	
Land necessary for operation of railway	
Electric power stations, including equipment	
Other buildings necessary for operation of railway	
Total cost of land and buildings owned	
Other permanent property	
Total cost of other permanent property owned	
Total permanent investments	
Cash and current assets:	
Cash	
Bills and accounts receivable	
Sinking and other special funds	
Other cash and current assets	
Total cash and current assets	
Miscellaneous assets:	
Materials and supplies	
Other assets and property	
Total miscellaneous assets	
Profit and loss balance—deficit	
Total	

Unable to furnish for the Park and River Division

LIABILITIES

Capital stock, common	
preferred	
Total capital stock	
Funded debt	
Real estate mortgages	
Current liabilities:	
Loans and notes payable	
Audited vouchers and accounts	
Salaries and wages	
Dividends not called for	
Matured interest coupons unpaid	
Rentals due and unpaid	
Miscellaneous current liabilities	
Total current liabilities	
Accrued liabilities:	
Interest accrued and not yet due	
Taxes accrued and not yet due	
Rentals accrued and not yet due	
Miscellaneous accrued liabilities	
Total accrued liabilities	
Sinking and other special funds	
Total sinking and other special funds	
Profit and loss balance—surplus	
Total	

Unable to furnish for the Park and River Division

CAPITAL STOCK—REAL ESTATE MORTGAGES

Not applicable as this division has no Capital stock separate and apart from the Capital stock of International Railway Company.

Funded Debt—Sinking and Other Special Funds

Mortgage Bonds—Rate of interest, 5%; Day of maturity, 11-1-1962; Amount outstanding, $600,000.00; Interest paid during the year, $30,000.00.

Mortgage of the Niagara Falls Park and River Railway Company, matured on January 1, 1914, and was paid on that date—$600,000.00. International Railway Refunding and Improvement 5's were issued in place of said N.F.P. & R. Ry. Mortgage being in accordance with section 4 of Article I of said International Railway Refunding and Improvement Mortgage dated November 1, 1912, and expiring November 1, 1962, amounting to $60,000,000

Totals—Amount outstanding, $600.000.00; Interest paid during the year, $30,000.00.

Sinking and Other Special Funds

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Volume of Traffic—Equipment, Etc.

Volume of Traffic, Etc.:

Number of passengers paying revenue carried during the year	1,880,620
Number carried per mile of main railway track operated	81,356
Number of car miles run	349,356
Average number of persons employed	50
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	$0.1116
Amount of passenger earnings per mile of road	$9,080 71

Freight:

Number of tons freight earning revenue	None—
Number of tons freight carried per mile of road	All Switching
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	7.9
Average rate of speed of freight cars per hour	7.9

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	11	...	...	...	2	...	...	2	...	...	...	1	...	...	...	11
Open passenger cars	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Miscellaneous Equipment

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	None
Horses	
Other items of equipment	

Discription of Railway owned and operated:

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	11.914			11.914	11.914
Length of second main track	11.202			11.202	11.202
Total length of main track	23.116	None	None	23.116	23.116
Length of sidings, switches, etc.	1.370	None	None	1.370	1.370
Total, computed as single track	24.486	None	None	24.486	24.486
Length of line under construction	None				

DESCRIPTION OF FREIGHT CARRIED

No record of Commodities—our record is for switching only.

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. Ties to mile	General Remarks
Steel	Iron	Steel	Iron		
4¼"	None	T-57 Lbs.	None	2,640	

Names of the several cities and towns in which the railways operated by the Company are located: Chippawa, Niagara Falls, Queenston, Ontario and various cities and towns in the state of New York, U.S.A.

GRADE CROSSINGS WITH RAILROADS, ETC.

SUMMARY OF ACCIDENTS TO PROPERTY
Dec. 31, 1921.
ACCIDENTS TO PERSONS

	Killed	Injured
Passengers	..	9
Employees	..	5
Other persons	..	3
Totals		17

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

	No employed	Average No. of hours on duty per day	Wages per day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors	1	12	$167 50	per mo.	
Conductors	12	10	5 00	$5 50	$5 50
Motormen	14	10	5 00	5 50	5 50
Starters					
Roadmen trackmen	3	10	4 25	4 25	4 25
Roadmen laborers	11	10	3 50	3 50	3 50
Linemen Foremen	1	10	134 91	per mo.	
Engineers					
Blacksmiths					
Firemen					
Operators	2	12	7 08	7 08	7 08
Armature Winders	2	12	5 94	5 94	5 94
Machinists and mechanics					
Car Foremen	2	12	156 25	per mo.	
Average number of employees	50				
Ticket Agents	2	9	34 50	per. wk.	
		9	22 60	per. wk.	
Switchmen and crossing tenders					

CORPORATE ORGANIZATION

Corporate name and address of the company:
International Railway Company, 212 Littell Building, Buffalo, N.Y.

Names and business address of principal officers:

President—Herbert G. Tulley, Littell Bldg, Buffalo, N.Y.
Vice-President—Edgar J. Dickson, Littell Bldg., Buffalo, N.Y.
Treasurer—Carl A. Weber, Littell Bldg, Buffalo, N.Y.
Clerk of Corporation—Carl A. Weber, Littell Bldg. Buffalo, N. Y.
General Counsel—Penny, Killeen and Nye, 866 Ellicott Sq., Buffalo, N.Y.; Alex. Fraser, Niagara Falls, Ont.; Cohn, Chormann and Franchot, 44 Falls St., Niagara Falls, N.Y.; A. Monro Grier, Toronto, Ont.
Auditor—Charles A. Chavel, Littell Building, Buffalo, N.Y.
General Manager—
Superintendent—E. H. Henning, Niagara Falls, Terminal, Niagara Falls, N.Y.

Name of officer, and address, to whom correspondence regarding this report should be addressed:

Charles A. Chavel, Auditor, 212 Littell Bldg., Buffalo, N.Y.

Names and residence of Board of Directors:

Henry C. Buswell, 1342 Main Street, Buffalo N. Y.
John L. Clawson, 343 Washington Street, Buffalo N. Y.
Walter P. Cook, Marine Trust Bldg. Buffalo N. Y.
Edgar J. Dickson, Littell Bldg. Buffalo N. Y.
Willis C. Dunbar, 1520 Spruce Street, Philadelphia, Pa.
Charles R. Huntley, Electric Bldg., Buffalo, N.Y.
Coleman J. Joyce, 1520 Spruce Street, Philadelphia, Pa.
R. Walter Leigh c/o Maitland Coppell Co., New York City
Thomas E. Mither, 1520 Spruce Street, Philadelphia, Pa.
Thomas Penny, 654 Ellicott Square, Buffalo, N.Y.
Harry T. Ramsdell, 272 Main Street, Buffalo, N.Y.
Nelson Robinson, 23 E-55th. Street, New York City
Carlton M. Smith, Fidelity Bldg. Buffalo N. Y.
Herbert G. Tulley, Littell Bldg. Buffalo N. Y.
Carl A. Weber, Littell Bldg. Buffalo N. Y.
Harry Yates, Foot of Hamburg Street. Buffalo, N.Y
Henry C. Zeller, 272 Howard Street, Buffalo, N.Y.

ANNUAL REPORT OF THE
PORT ARTHUR CIVIC RAILWAY COMPANY

For the Year Ending December 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: City of Port Arthur.
Name of company: Port Arthur Civic Railway Company.
Date of incorporation:
Dates of subsequent legislation—Provincial

1891—54 Victoria, Chap. 78
1892—55 Victoria, Chap. 82
1893—56 Victoria, Chap. 78
1895—58 Victoria, Chap. 73
1899—62 Victoria, Chap. 70
1897—60 Victoria, Chap. 74
1900—63 Victoria, Chap. 86
1903—3 Edward VII, Chap. 76
1905—5 Edward VII, Chap. 69
1909—9 Edward VII, Chap. 118
1914—4 George V, Chap. 88
1908—8 Edward VII, Chap. 80
1893—53 Victoria, Chap. 78
1895—58 Victoria, Chap. 73
1901—1 Edward VII, Chap. 65
1903—3 Victoria, Chap. 76
1906—6 Edward VII, Chap. 30
1907—7 Edward VII, Chap. 83
1908—8 Edward VII, Chap. 80
1909—9 Edward VII, Chap. 118
1910—10 Edward VII, Chap. 81
1911—1 George V, Chap. 52
1912—2 George V, Chap. 35
1913—3 and 4 George V, Chap. 36
1914—4 George V, Chap. 31

Date of expiry of franchise:

Amount paid to municipality per year per mile of track: None.
Further amounts, if any, paid to municipality by way of percentage earnings, % on $: None.
Total amount paid municipality during year for franchise: None.
Appraised value of plant and tracks for purposes of taxation: None.
Total taxes paid during year to municipality: None.
Amount of aid received from municipality, if any: City receives balance of receipts over operating expenses and pays all debenture interest, principal and sinking funds.
Power consumed per car mile in kilowatt hours.
Cost per horsepower for motive power used in operating plant: $20 per H.P. per annum.
Cost of power per kilowatt per hour: $0.006 A.C.
Cost of power per car mile: $0.0322.
Average speed of cars: 12 miles per hour.
State if power is purchased or generated by company: Purchased.
State if power is generated by steam or water power: Water.
Give number of power houses: Two.

General Exhibit for the Year

Gross earnings from operation		$195,448 85
Operating expenses		153,394 48
Net earnings from operation		$42,054 37
Miscellaneous income		
Interest on unexpended portion of debentures		1,326 55
Interest allowed by city on track unused		3,145 35
Total miscellaneous income		
Gross income above operating expenses		$46,526 27

Charges upon income accrued during the year:

Interest on funded debt	$36,161 01
Interest and discount on unfunded debts and loans	27,258 44
Taxes, municipal	
Taxes, provincial	
Taxes, commutation	

Rentals of leased railways:	
Payments to sinking and other special funds	
Other deductions from income	
Total charges and deductions from income	$63,419 45
Net divisible income	$16,893 18
Dividends declared .....per cent. on $	
.....per cent. on	
Total dividends declared	
Deficit for the year ending December, 31, 1921	$16,893 18
Amount of surplus or deficit December 31, 1921	
Credits to profit and loss account during the year	
Total credits	
Debits to profit and loss account during the year	
Total debits	
Net amount credited to profit and loss	
Total deficit, December 31, 1921	$16,893 81

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	$192,780 09
" carriage of mails and mail carriers	577 50
" carriage of express and parcels—special cars	611 30
" carriage of freight	
" tolls for use of tracks by other companies	
" rentals of buildings and other property—Rent of Equipment	111 71
" advertising in cars	936 00
" interest on deposits	
Other earnings from operation—Miscellaneous	432 25
Gross earnings from operation	$195,448 85
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	7,051 45
General office expenses and supplies	457 46
Legal expenses	1,187 83
Insurance	4,286 31
Switching charges, if any	
Other general expenses—Stationery and printing, $1,640.42; Store expenses $666.14	2,306 56
Damage, $30.09; Miscellaneous gen. expense, $43.08	73 17
Advertising, $307.90; Auto running, $267.69; Grants, $250.00	825 69
Interest, $2,445.13; Rent of offices and light, $451.49	2,896 62
Maintenance of roadbed and buildings:	
Repair of roadbed and track	13,478 66
Repair of electric line construction	4,457 70
Repair of bridge	1,963 40
Maintenance of equipment:	
Repair of cars	11,907 92
Repair of electric equipment of cars	9,273 55
Repair of miscellaneous equipment and Fort William mileage	1,047 38
Provender and stabling—car service employees, $45.31; Car house employees, $4,976.87; Car house expenses, $4,278.94	9,301 02

Transportation expenses:	
Cost of electric motive power, $20,396.74; less power sold, $300.00 net	$20,096 74
Wages and compensation of persons employed in conducting transportation	54,519 85
Removal of snow and ice—Cleaning and sanding track	2,232 97
Damages for injuries to persons and property—Loss of cash and tickets	220 00
Tolls for trackage over other railways—Superintendence of transportation	4,755 74
Rentals of buildings and other property	
Other transportation expenses—Power plant equipment and Supt. equipment	671 34
Power plant equipment supplies, $60.41; Light and telephone at barns and shelter, $322.71	383 12
Total operating expenses	$153,394 48

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway:		
Extension of tracks (length.....feet)		
New electric line construction (length.....feet)		
Other additions to railway		
Total additions to railway		
Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		
Additions to other permanent property		
Total additions to other permanent property		
Total additions to property accounts		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Total deductions from property accounts		
Net addition to property accounts for the year		

GENERAL BALANCE SHEET

ASSETS

Cost of railway:		
Total debenture issue	$940,184 00	
Less debentures paid off	120,000 00	
		$820,184 00
Roadbed and tracks		
Electric line construction, including poles, wiring, feeder lines, etc		
Interest accrued during construction of railway		
Add capital expenditure not covered by debenture		21,714 21
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned equipment and land		841,898 21
Cost of equipment:		
Passenger cars and other rolling stock		
Electric equipment of same		
Other items of equipment		
Less amount paid off serial debenture	$90,446 28	
Unexpended portion of debenture	63,370 69	
		153,816 97
Total cost of equipment owned		$688,081 24

Cost of land and buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		$688,081 24
Cash and current assets:		
Cash	15,551 64	
Bills and accounts receivable	84,530 57	
Sinking and other special funds	163,705 21	
Other cash and current assets—Street railway accident, fire loss account depreciation fund, St. Railway award	129,401 04	
Total cash and current assets		393,188 46
Miscellaneous assets:		
Unearned insurance	2,506 05	
Materials and supplies	17,533 23	
Other assets and property		
Total miscellaneous assets		20,039 28
Profit and loss balance—deficit profit and loss account	465 36	17,358 54
Deficit	16,893 18	
Total		$1,118,667 52

LIABILITIES

Capital stock, common—Sinking fund, debentures outstanding	671,484 00	
preferred—Serial debentures outstanding	58,253 72	
Total capital stock		729,737 72
Funded debt		
Real estate mortgages		
Current liabilities:		
Loans and notes payable	12,899 67	
Audited vouchers and accounts		
Salaries and wages	3,496 82	
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities—Tickets in circulation	10,298 07	
Total current liabilities		26,694 56
Accrued liabilities:		
Interest accrued and not yet due	16,403 11	
Taxes accrued and not yet due—Principal accrued	5,101 54	
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		21,504 65
Store yard reserve	2,986 34	
Fire loss reserve	16,871 10	
Sinking and other special funds and reserves	163,705 21	
Depreciation fund reserve	70,116 50	
Street railway award	24,374 70	
Accident fund	62,676 74	
Total sinking and other special funds		340,730 59
Profit and loss balance—surplus		
Total		$1,118,667 52

CAPITAL STOCK—REAL ESTATE MORTGAGES

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FUNDED DEBT—SINKING AND OTHER FUNDS

Term Date of Issue	Date of Maturity	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value not held by Respondent Corp.	Rate	Interest Amt. accrued during year
		$	$	$		$ c.
Mar. 1, 1891	Mar. 1, 1921	75,000			5%	1,875 00
Mar. 1, 1893	Mar. 1, 1923	40,000	40,000	40,000	5%	2,000 00
July 20, 1903	July 20, 1933	7,000	7,000	7,000	5%	350 00
July 8, 1907	July 8, 1937	55,000	55,000	55,000	5%	2,750 00
July 8, 1907	July 8, 1937	18,000	18,000	18,000	5%	900 00
Jan. 15, 1909	Jan. 15, 1939	28,500	28,500	28,500	5%	1,425 00
Jan. 15, 1909	Jan. 15, 1939	9,500	9,500	9,500	5%	475 00
Oct. 26, 1909	Oct. 26, 1924	12,000	12,000	12,000	5%	600 00
Aug. 16, 1909	Aug. 16, 1939	1,284	1,284	1,284	4½%	57 78
July 1, 1910	July 1, 1940	10,000	10,000	10,000	4½%	450 00
July 1, 1910	July 1, 1940	12,000	12,000	12,000	4½%	540 00
July 1, 1910	July 1, 1940	75,000	75,000	75,000	4½%	3,375 00
July 1, 1910	July 1, 1940	15,000	15,000	15,000	4½%	675 00
Feb. 1, 1911	Feb. 1, 1926	12,500	12,500	12,500	5%	625 00
July 10, 1911	July 10, 1941	17,250	17,250	17,250	4½%	776 25
Mar. 4, 1912	Mar. 4, 1942	58,500	58,500	58,500	5%	2,925 00
Mar. 4, 1912	Mar. 4, 1942	11,000	11,000	11,000	5%	550 00
Mar. 4, 1912	Mar. 4, 1942	5,600	5,600	5,600	5%	280 00
May 23, 1912	May 23, 1942	21,000	21,000	21,000	5%	1,050 00
May 23, 1912	May 23, 1942	11,500	11,500	11,500	5%	575 00
May 23, 1912	May 23, 1942	1,400	1,400	1,400	5%	70 00
Jan. 13, 1913	Jan. 13, 1933	32,400	32,400	32,400	5%	1,620 00
Jan. 1, 1914	Jan. 1, 1929	33,000	33,000	33,000	5%	1,650 00
Jan. 1, 1914	Jan. 1, 1934	35,000	35,000	35,000	5%	1,750 00
Sept. 30, 1912	Sept. 30, 1942	82,200	82,200	82,200	5%	4,110 00
Sept. 30, 1912	Sept. 30, 1942	34,000	34,000	34,000	5%	1,700 00
Nov. 1, 1914	Nov. 1, 1924	22,000	22,000	22,000	5%	1,100 00
Sept. 30, 1912	Sept. 30, 1942	4,300	4,300	4,300	5%	215 00
Jan. 13, 1913	Jan. 13, 1933	6,550	6,550	6,550	5%	327 50

By-law No.	Date of Issue	Date of Maturity	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value not held by Respondent Corp.	Rate	Interest Amt. Accrued during year
			$	$ c.	$ c.		$ c.
817	July 8, 1907	July 8, 1927	15,000	6,109 30	6,109 30	5%	147 30
38	Jan. 13, 1908	Jan. 13, 1923	8,000	1,433 08	1,433 08	5%	69 11
341	Aug. 16, 1909	Aug. 16, 1924	5,200	1,331 04	1,331 04	4½%	22 48
358	Sept. 27, 1909	Sept. 27, 1924	22,000	5,772 01	5,772 01	5%	71 95
359	Sept. 27, 1909	Sept. 27, 1924	7,500	1,967 73	1,967 73	5%	24 53
368	Nov. 15, 1909	Nov. 15, 1924	3,000	787 09	787 09	5%	5 72
516	Nov. 1, 1912	Nov. 1, 1927	10,000	4,171 12	4,171 12	5%	190 27
601	Feb. 1, 1911	Feb. 1, 1926	15,000	6,256 60	6,256 60	5%	103 69
642	Sept. 1, 1911	Sept. 1, 1926	14,000	5,839 48	5,839 48	5%	47 99
760	Nov. 1, 1911	Nov. 1, 1926	6,500	3,121 74	3,121 74	4½%	116 23
820	Mar. 4, 1912	Mar. 4, 1927	16,000	7,684 31	7,684 31	4½%	173 37
923	July 15, 1912	July 15, 1927	5,500	2,689 51	2,689 51	5%	22 11
928	Nov. 1, 1912	Nov. 1, 1927	9,000	4,401 05	4,401 05	5%	36 17
968	Jan. 1, 1913	Jan. 1, 1928	12,000	6,689 66	6,689 66	5%	333 56
			$820,184	$729,737 72	$729,737 72		$36,161 01

Volume of Traffic—Equipment, Etc.

Volume of Traffic, Etc.:

Number of passengers paying revenue carried during the year	3,178,840
Number carried per mile of main railway track operated	171,551
Number of car miles run	624,007
Average number of persons employed	61
If the company commenced operation during the year, give the date	
Average amount received from each passenger	$0.06064
Amount of passenger earnings per mile of road	$9,850 80

Freight:

Number of tons freight earning revenue	None
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate or speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool Cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	18	3	...	...	1	...	...	...	...	...	...	2	...	18	10	13
Open passenger cars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Miscellaneous Equipment

	Total Number
Barges and omnibuses	None
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	12.43	None	None		
Length of second main track	6.10				
Total length of main track	18.53				
Length of sidings, switches, etc.	1.04				
Total, computed as single track	19.57				19.57 miles
Length of line under construction	None				

Description of Freight Carried

None

Description of Roadbed, Etc.

Rails Steel	Rails Iron	Weight per yard Steel	Weight per yard Iron	No. ties to mile	General Remarks
		60 lbs.		2,000	
		80 lbs.		2,000	

Names of the several cities and towns in which the railways operated by the Company are located: Port Arthur.

Grade Crossings with Railroads, Etc.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With Canadian Northern Railway		Derail	1	1
With C.P.R. spur at Queen Street			1	
No. of junctions with other railways	One 1 with C.P.R. at Queen St. Spur.			
No. of overhead bridges				
No. of highway crossings				
Height of overhead bridges above rail level				
Radius of sharpest curve				
No. of feet per mile of heaviest gradient				
Gauge of railway				4' 8½"
Width of devil strip				
Total number of tracks at crossings			2	
Number of above crossings at which frogs are inserted in the tracks	Diamonds			2

Summary of Accidents to Property

December 31

Summary of Accidents to Property

Accidents	Due to Unavoidable Causes		Due to Carelessness of Employees		Due to Carelessness of Other Persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property		1				3
Damage to property of Municipality						
Damage to private property						3
Total		1				6

Total amount paid during year for damages caused by accidents, $30.00.

Accidents to Persons

Killed and Injured	From Causes Beyond Their Own Control		From Their Own Misconduct or Carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers		3				
Employees						
Other persons				1		
Totals		3		1		

Statement of Each Accident

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Accidents to Persons

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WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

	No. Employed	Average No. of hours on duty per day	Wages per hour		
			1st 6 months	Next 18 mos	3rd Yr.
Inspectors—	2	12			$148 50 mo 137.50 mo
Conductors—3 cents per hour additional when operating	16	9¾	50	53	55
Motormen, one-man cars	16	9¾	50	53	55
Roadmen	7	9			50
Linemen					
Engineers—Master Mechanics	1	9			$165.00 mo
Blacksmiths—Roadmaster	1	9			143.00 mo
Firemen—Painter	1	9			61
Electricians	1	9			132.00 mo
Armature Winders—Pitman	1	9			53
Machinists and Mechanics	2	9			65
Car cleaners	2	9			50
Average number of employees					
Watchmen	2	12			$125 00 115 00
Switchmen and crossing tenders	1	9			50

CORPORATE ORGANIZATION

Corporate name and address of the company:

The Public Utilities Commission of the city of Port Arthur, Whalen Building, Port Arthur.

Names and business addresses of principal officers:

Chairman—Malcolm C. Campbell, Arthur Street.

Treasurer—Donald McIver, Port Arthur.

Clerk of Corporation—Thomas H. Fisher, Port Arthur.

General Counsel—Donald J. Cowan, Port Arthur.

Auditor—Macintosh, Cole & Robertson, Toronto.

General Manager—Malcolm M. Inglis, Port Arthur.

Name of officer, and address, to whom correspondence regarding this report should be addressed:

M. M. Inglis, Manager, Port Arthur.

Names and residences of Board of Directors:

Utilities Commission:

Malcolm C. Campbell, 272 Park Street, Port Arthur, Chairman.

Edward J. Blaquier, 204 Arthur Street, Port Arthur.

Bert Tourtellot, 108 Peter Street, Port Arthur.

Roderick M. Young, 119 Pine Street, Port Arthur.

Isaac L. Matthews, 372 Arthur Street, Port Arthur, Mayor.

ANNUAL REPORT OF THE

ST. THOMAS MUNICIPAL STREET RAILWAY

For the Year Ending Dec. 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: St. Thomas, Ontario.
Name of company: St. Thomas Municipal Street Railway.
Date of Incorporation:
Dates of subsequent legislation:
Cap. 53—1878
" 51—1898
" 111—1903
" 150—1910
Date of expiry of Franchise:
Amount paid to municipality per year per mile of track:
Further amounts, if any, paid to municipality by way of percentage earnings, % on $:
Total amount paid municipality during year for franchise:
Appraised value of plant and tracks for purposes of taxation:
Total taxes paid during year to municipality: $47.46
Amount of aid received from municipality, if any: $12,500.00. appropriation
Power consumed per car mile in kilowatt hours:
Cost per horsepower for motive power used in operating plant: $1.25 per H. P.
Cost of power per kilowatt per hour: $1.16 per K. W. per hour
Cost of power per car mile:
Average speed of cars: 10 to 12 miles per hour.
State if power is purchased or generated by company: Purchased from Light, Heat and Power Dept.
State if power is generated by steam or water power: Hydro-Electric.
Give number of power houses: One.

General Exhibit for the Year

Gross earnings from operation		$31,445 14
Operating expenses		53,171 77
Net earnings from operation—deficit		$21,726 63
Miscellaneous income—Received for damages, $15.05, Sale of Scrap, $146.22, Welding, $139.13	$300 40	
Moving house, $4.00, Sale of paint, $18.50	22 50	
Total miscellaneous income		322 90
Gross income above operating expenses		$21,403 73
Charges upon income accrued during the year:		
Interest on funded debt	$6,912 72	
Interest and discount on unfunded debts and loans	768 38	
Taxes, municipal	$47 46	
Taxes, provincial		
Taxes, commutation		
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		7,728 56
Net divisible income		$29,132 29
Dividends declared.....per cent. on $		
Dividends declared.....per cent. on $		
Total dividends declared		

Deficit for the year ending Dec. 31, 1921	$29,132 29
Amount of surplus or deficit,	
Credits to profit and loss account during the year	
Total credits	
Debits to profit and loss account during the year	
Total debits	
Net amount credited to profit and loss	
Total deficit, Dec. 31, 1921	$29,132 29

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	$30,996 79
" carriage of mails	
" carriage of express and parcels	
" carriage of freight	
" tolls for use of tracks by other companies	
" rentals of buildings and other property	17 00
" advertising in cars	431 35
" interest on deposits	
Other earnings from operation—	
Gross earnings from operation	$31,445 14
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants	$2,470 00
General office expenses and supplies	164 63
Legal expenses	
Insurance	1,517 98
Switching charges, if any	
Other general expenses—Watchman	3,201 48
Maintenance of Roadbed and buildings:	
Repair of roadbed and track	1,190 92
Repair of electric line construction	61 20
Repair of buildings	245 31
Maintenance of equipment:	
Repair of cars	251 91
Repair of electric equipment of cars	4,728 53
Repair of miscellaneous equipment	
Provender and stabling	
Transportation expenses:	
Cost of electric motive power; less power sold; net	6,255 46
Wages and compensation of persons employed in conducting transportation	33,058 57
Removal of snow and ice	
Damages for injuries to persons and property	15 78
Tolls for trackage over other railways	10 00
Rentals of Buildings and other property	
Other transportation expenses	
Total operating expenses	$53,171 77

Property Accounts—Additions and Deductions during the Year

Additions to railway:	
Extension of tracks (length.....feet)	
New electric line construction (length.....feet)	
Other additions to railway	None
Total additions to railway	

Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment	None	
Total additions to equipment		
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc.		
Additional equipment of power stations	None	
Other new buildings necessary for operation of railway		
Total additions to land and buildings		
Additions to other permanent property		
Total additions to other permanent property		
Total additions to property accounts		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	None	
Total deductions from property accounts		
Net addition to property accounts for the year		

General Balance Sheet

Assets

Cost of railway:		
Roadbed and tracks		$59,250 00
Electric line construction, including poles, wiring, feeder lines, etc.		2,961 00
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		62,211 00
Cost of equipment:		
Passenger cars and other rolling stock, Electric equipment of same, Other items of equipment	$16,700 00	
Total cost of equipment owned		16,700 00
Cost of land and buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		
Cash and current assets:		
Cash		24255
Bills and accounts receivable		
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		24255

Miscellaneous assets:		
Materials and supplies	$500 00	
Other assets and property		
Total miscellaneous assets		$500 00
Profit and loss balance—deficit accumulated		76,548 85
Total		$156,202 40

LIABILITIES

Capital stock, common		
preferred		
Total capital stock		
Funded debt		$137,662 58
Real estate mortgages		
Current liabilities:		
Loans and notes payable	$18,539 82	
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
Total current liabilities		18,539 82
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds		
Total sinking and other special funds		
Profit and loss balance—surplus		
Total		$156,202 40

CAPITAL STOCK—REAL ESTATE MORTGAGES

Owned and operated by the municipality of St. Thomas, Ont.

REAL ESTATE MORTGAGES

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS

Funded Debt—Description of Bonds, etc.	Years.	Rate of Interest	Day of Maturity.	Amount Outstanding.	Interest paid during the Year.
May 1, 1898—St. Ry. No. 1	30	4%	May 1, 1928	$50,000 00	$2,000 00
Oct. 7, 1903— " " No. 2	20	4%	Oct. 7, 1923	2,577 98	103 12
June 1, 1912— " " "	20	5%	June 1, 1932	16,713 45	835 67
June 1, 1912— " " "	20	5%	June 1, 1932	4,622 81	231 15
July 2, 1919— " " "	20	5½%	July 2, 1939	43,709 43	2.404 06
Dec. 24 1919— " " "	20	5½%	Dec. 24, 1939	24,283 02	1.338 72
Total				$141,906 69	$6,912 72

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	648,251
Number carried per mile of main railway track operated	86,433
Number of car miles run	138,720
Average number of persons employed	20
If the company commenced operation during the year, give the date	
Average amount received from each passenger	4 cents
Amount of passenger earnings per mile of road	
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	12 miles per hr.
Average rate of speed of freight cars per hour	

Description of Equipment

No. of motor cars	9
Trailer cars	4
Snow plows	1
Equipped with fenders	All
Equipped with electric heater	All

Miscellaneous Equipment

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	7½ miles				7½ miles
Length of second main track					
Total length of main track	7½ miles				
Length of sidings, switches, etc.	400 ft.				
Total, computed as single track					
Length of line under construction	None				

Description of Freight Carried

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Description of Roadbed, Etc.

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Names of the several cities and towns in which the railways operated by the Company are located: St. Thomas, Ont.

Grade Crossings with Railroads, Etc.

Grade Crossings with Railroads	Unprotected	How Protected	Number of tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With London & Port Stanley Ry, at Elm St.	.....	Semaphore	.....	.....
With London & Port Stanley Ry, at Wellington St.	.....	Watchman	.....	.....
With London & Port Stanley Ry., at Talbot St.	.....	"	.....	.....
With Pere Marquette Rly., at Wilson Ave.	.....	"	.....	.....
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	3	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	13' 6"	.....	.....	.....
Radius of sharpest curve	45°	.....	.....	.....
No. of feet per mile of heaviest gradient	3	.....	.....	.....
Gauge of railway	4' 8½"	.....	.....	.....
Width of devil strip	4' at siding	.....	.....	.....
Total number of tracks at crossings	.....	.....	.....	.....
Number of above crossings at which frogs are inserted in the tracks	.....	.....	.....	.....

Summary of Accidents to Property

..... None .....

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Accidents to Persons

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers	.....	.....	.....	.....	.....	.....
Employees	.....	1	.....	.....	.....	1
Other persons	.....	1	.....	.....	.....	1
Totals	.....	2	.....	.....	.....	2

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

	No. Employed	Average No. of hours on duty per day	Wages per hour
Inspectors			
Conductors and motormen	13	8½	50c
Starters			
Roadmen	2	10	50c
Linemen	2	10	50c
Engineers			
Blacksmiths	1	10	50c
Firemen			
Electricians	1	10	60c
Armature winders	1	10	60c
Machinists and mechanics			
Car cleaners			
Average number of employees	20		
Watchmen			
Switchmen and crossing tenders			

CORPORATE ORGANIZATION

Corporate name and address of the company:

St. Thomas Municipal Street Railway, City Hall, St. Thomas, Ont.

Names and business address of principal officers:

Treasurer and Secretary—Millie E. Lang, City Hall.
Clerk of Corporation—W. B. Doherty, St. Thomas, Ont.
Auditor—Harry T. Gough, City Hall, St. Thomas, Ont.
General Manager and Superintendent—C. H. Johns.

Names and residence of Board of Directors:

Robert Middleton, St. Thomas, Ont.
Charles E. Raven, Mayor, St. Thomas, Ont.

ANNUAL REPORT OF THE

SARNIA STREET RAILWAY COMPANY, LIMITED

FOR THE YEAR ENDING DEC. 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: City of Sarnia, Township of Sarnia and Village of Point Edward.
Name of company: Sarnia Street Railway Company, Limited.
Date of incorporation: March 24th, 1874.
Dates of subsequent legislation:
Date of expiry of franchise: January 1st, 1931.
Amount paid to municipality per year per mile of track: Nil.
Further amounts, if any, paid to municipality by way of percentage earnings, % on $: Nil.
Total amount paid municipality during year for franchise: Nil.
Appraised value of plant and tracks for purposes of taxation: Fixed assessment.
Total taxes paid during year to municipality: $961.09.

Amount of aid received from municipality, if any: Nil.
Power consumed per car mile in kilowatt hours:
Cost per horse power for motive power used in operating plant:
Cost of power per kilowatt per hour: 1½c.
Cost of power per car mile:
Average speed of cars: 12 miles.
State if power is purchased or generated by company: Purchased.
State if power is generated by steam or water power: Hydro-Electric.
Give number of power houses: One.

General Exhibit for the Year

Gross earnings from operation		$94,237 82
Operating expenses		92,329 68
Net earnings from operation		1,908 14
Miscellaneous income:		
Scrap iron, $222.59; injuries and accidents, $20.00; maintenance of trucks, $15.27	$257 86	
Total miscellaneous income		257 86
Gross income above operating expenses		$ 2,166 00
Charges upon income accrued during the year:		
Interest on funded debt	$ 6,236 84	
Interest and discount on unfunded debts and loans	622 80	
Taxes, municipal	$658 69	
Taxes, provincial	269 75	
Taxes, township	302 40	
	$1,230 84	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from Income		8,090 48
Net divisible income—Deficit		$5,924 48
Dividends declared.....per cent. on $		
Dividends declared..... per cent. on		
Total dividends declared		
Deficit for the year ending Dec 31., 1921		$5,924 48
Amount of surplus, Dec. 31, 1920		68,503 72
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		
Total surplus, Dec. 31, 1921		$62,579 24

Earnings and Expenses of Operation

Earnings from Operation:

Receipts from passengers carried	$71,620 18
" carriage of mails	2,363 00
" carriage of express and parcels	3,263 20
" carriage of freight	10,448 85
" tolls for use of tracks by other companies	
" rentals of buildings and other property	
" advertising in cars	
" interest on deposits	

Other earnings from operation—Commission G.T.R. tickets	$4,579 54
Rents, etc.	1,963 05
Sale of scrap, etc.	257 86
Gross earnings from operation	$94,495 68

Expenses of Operation:
General Expenses:

Salaries of general officers and clerks and attendants	5,520 00
General office expenses and supplies	1,272 58
Legal expenses	
Insurance	1,100 92
Switching charges, if any	
Other general expenses—Discount, etc	719 43

Maintenance of Roadbed and buildings:

Repair of roadbed and track	14,830 82
Repair of electric line construction	386 57
Repair of buildings	672 02

Maintenance of equipment:

Repair of cars—Wages—Car barn	5,836 86
Repair of electric equipment of cars	5,690 60
Repair of miscellaneous equipment—Wagons and trucks	1,422 48
Provender and stabling	768 52

Transportation expenses:

Cost of electric motive power, less power sold, $.....; net	9,203 63
Wages and compensation of persons employed in conducting transportation	26,655 37
Removal of snow and ice	
Damages for injuries to persons and property	5,345 77
Tolls for trackage over other railways	
Rentals of buildings and other property	
Other transportation expenses—Wages—teamsters, watchman	
shop expense, main. of park and miscellaneous	14,757 75
Total operating expenses	$94,183 32

Property Accounts—Additions and Deductions During the Year

Additions to railway:

Extension of tracks (length.....feet)		
New electric line construction (length.....feet)		
Other additions to railway		
Pavement	$798 89	
Total additions to railway		$798 89

Additions to equipment:

Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment	15 00	
Total additions to equipment		15 00

Additions to land and buildings:

Additional land necessary for operation of railway	
New electric power stations, including machinery, etc	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	
Total additions to land and buildings	

Additions to other permanent property		
Park building	$1,469 20	
Office building	23 00	
Total additions to other permanent property		$1,492 20
Total additions to property accounts		$2,306 09
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Total deductions from property accounts		
Net addition to property accounts for the year		$2,306 09

General Balance Sheet

Assets

Cost of railway:		
Roadbed and tracks	$109,386 03	
Electric line construction, including poles, wiring, feeder lines, etc.	17,899 44	
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		$127,285 47
Cost of equipment:		
Passenger cars and other rolling stock	21,642 54	
Electric equipment of same	38,597 35	
Other items of equipment		
Total cost of equipment owned		60,239 89
Cost of land and buildings:		
Land necessary for operation of railway—Park	19,194 19	
Electric power stations, including equipment	20,847 28	
Other buildings necessary for operation of railway office and barns	27,772 82	
Total cost of land and buildings owned		67,814 29
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		$255,339 65
Cash and current assets:		
Cash	1,142 47	
Bills and accounts receivable		
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		1,142 47
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		
Profit and loss balance—deficit		
Total		$256,482 12

Liabilities

Capital stock, common		$90,000 00
preferred		
Total capital stock		$90,000 00
Funded debt		94,700 00
Real estate mortgages		
Current liabilities:		
Loans and notes payable	8,000 00	
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities—Royal Bank	1,202 88	
Total current liabilities		9,202 88
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds		
Total sinking and other special funds		
Profit and loss balance—surplus		62,579 24
Total		$256,482 12

Capital Stock—Real Estate Mortgages

Capital Stock:		
Capital stock authorized by law, common	$100,000 00	
preferred		
Total capital stock authorized by law	100,000 00	
Capital stock authorized by votes of company, common	90,000 00	
preferred		
Total capital stock authorized by vote	90,000 00	
Capital stock issued and outstanding, common		$90,000 00
preferred		
Total capital stock outstanding		$90,000 00
Amount paid in on .....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		$90,000 00
Number of shares issued and outstanding, common	$ 1,800	
preferred		
Total number of shares outstanding	1,800	
Number of stockholders, common	70	
preferred		
Total number of stockholders	70	
Amount of stock held, common	90,000 00	
preferred		
Total stock held	$90,000 00	

Real Estate Mortgages

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Funded Debt—Sinking and Other Special Funds

Description of Bonds, etc.	Rate of interest	Day of Maturity	Amount Outstanding	Interest paid during the year
Five year debentures issued November 10, 1920, interest payable on May 10th and November 10th, in each year....	7%	Nov. 10, 25	$94,700 00	$6,236 84
Totals.....	.....	.....	$94,700 00	$6,236 84

Sinking and Other Special Funds

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Volume of Traffic—Equipment, Etc.

Volume of Traffic, Etc.:

Number of passengers paying revenue carried during the year.....	$1,336,203
Number carried per mile of main railway track operated.....	144,454
Number of car miles run.....	205,694
Average number of persons employed.....	36
If the company commenced operation during the year, give the date.....	
Average amount received from each passenger.....	5.36c
Amount of passenger earnings per mile of road.....	7,742 66

Freight:

Number of tons freight earning revenue.....	13,061
Number of tons freight carried per mile of road.....	
Average amount received for each ton of freight.....	80c
Average receipts per ton of freight per mile.....	
Average rate of speed of passenger cars per hour.....	12 miles
Average rate of speed of freight cars per hour.....	

Description of Equipment

	Box passenger cars	Open passenger cars
No. of motor cars.....	10	..
Trailer cars.....	..	2
Baggage and mail express cars.....	1	..
Equipped with fenders.....	11	..
Equipped with stoves.....	10	..

Miscellaneous Equipment

	Total Number
Barges and omnibuses.....	
Carts and snow sleds.....	4
Other railway rolling stock.....	
Other highway vehicles.....	
Horses.....	4
Other items of equipment.....	
Freight and baggage, delivery wagons.....	5
Motor trucks.....	2

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	8¼				
Length of second main track					
Total length of main track	8¼				
Length of sidings, switches, etc.	1				
Total computed as single track	9¼				9¼ miles
Length of line under construction					

Description of Freight Carried

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Description of Roadbed, Etc.

Rails		Weight per yard		No. ties to mile	General Remarks
Steel	Iron	Steel	Iron		
		56		2,112	
		60			
		70			

Names of the several cities and towns in which the railways operated by the Company are located: Sarnia and Point Edward.

Grade Crossings with Railroads, Etc.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (three in number), viz.:				
With Grand Trunk Ry. at Exmouth St. in City of Sarnia and St. Clair Ave., in Village of Point Edward		Derails and Semaphore	One	
With Grand Trunk Ry., on private right of way in township of Sarnia	One		One	
With Grand Trunk Ry., at Christina St. South, in City of Sarnia		Derails and Semaphore	One	
No. junctions with other railways	None			
No. of overhead bridges	None			
No. of highway crossings	None			
Height of overhead bridges above rail level	None			
Radius of sharpest curve	90 degrees			
No. of feet per mile of heaviest gradient				
Gauge of railway	4′ 8½″			
Width of devil strip	5 ft.			
Total number of tracks at crossings			Three	Nil
Number of above crossings at which frogs are inserted in the tracks				

General Remarks and Explanations

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Summary of Accidents to Property

December 31, 1921

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Accidents to Persons

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Wages, Street Railway Co's or Radial Railways

	No. Employed	Average No. of hours on duty per day	Wages per day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors	.....	.....	.....	.....	.....
Conductors	12	10	4.50	4.50	4.50
Motormen	12	10	4.50	4.50	4.50
Starters	.....	.....	.....	.....	.....
Roadmen	3	9	4.00	4.00	4.00
Linemen	1	10	4.50	4.50	4.50
Engineers	.....	.....	.....	.....	.....
Blacksmiths	.....	.....	.....	.....	.....
Firemen	.....	.....	.....	.....	.....
Electricians	2	10	4.50	.....	5.50
Armature winders	.....	.....	.....	.....	.....
Machinists and mechanics	.....	.....	.....	.....	.....
Car cleaners	2	10	4.50	4.50	4.50
Average number of employees	36	.....	.....	.....	.....
Watchmen	1	10	3.00	3.00	3.00
Switchmen and crossing tenders	.....	.....	.....	.....	.....

Corporate Organization

Corporate name and address of the company:

Sarnia Street Railway Company, Limited, Sarnia, Ont.

Names and business address of principal officers:

President—Robert Mackenzie, Sarnia, Ont.
Vice-President—Randall Kenny, Sarnia, Ont.
Treasurer—G. E. Wadland, Sarnia, Ont.
General Counsel—Hanna, LeSueur & McKinley, Sarnia, Ont.
Auditor—H. W. Unsworth and James W. Miller, Sarnia, Ont.
General Manager—G. E. Wadland.

Name of officer, and address, to whom correspondence regarding this report should be addressed
G. E. Wadland, Manager, Secretary-Treasurer, Sarnia, Ont.

Names and residence of Board of Directors:
Robert Mackenzie, Sarnia, Ont.
Randall Kenny, Sarnia, Ont.
Chas. S. Ellis, Sarnia, Ont.
R. V. LeSueur, M.P., Sarnia, Ont.
Malcolm Mackenzie, Sarnia, Ont.
W. R. Paul, Sarnia, Ont.
John E. Smallman, London, Ont.

ANNUAL REPORT OF THE
SUDBURY, COPPER CLIFF SUBURBAN ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING DEC. 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: Sudbury, Copper Cliff.
Name of company: Sudbury, Copper Cliff Suburban Electric Railway.
Date of incorporation: April 16th, 1912
Dates of subsequent legislation:
Date of expiry of franchise:
Amount paid to municipality per year per mile of track: Nil.
Further amounts, if any, paid to municipality by way of percentage earnings, % on $: Nil.
Total amount paid municipality during year for franchise: Nil.
Appraised value of plant and tracks for purposes of taxation:
Total taxes paid during year to municipality:
Amount of Aid received from municipality, if any: Nil.
Power consumed per car mile in kilowatt hours:
Cost per horse power for motive power used in operating plant: $25.00.
Cost of power per kilowatt per hour: Flat rate as above.
Cost of power per car mile: .02c.
Average speed of cars: 10 miles per hour.
State if power is purchased or generated by company: Purchased.
State if power is generated by steam or water power:
Give number of power houses:

GENERAL EXHIBIT FOR THE YEAR

Gross earnings from operation		$52,193 64
Operating expenses		45,623 72
Net earnings from operation		6,569 92
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses		$6,569 92
Charges upon income accrued during the year:		
Interest on funded debt	$4,500 00	
Interest and discount on unfunded debts and loans		
Taxes, municipal		
Taxes, Provincial		
Taxes, commutation		
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		4,500 00

Net divisible income	$2,069 92
Dividends declared.....per cent. on $.....	
Dividends declared.....per cent. on $.....	
Total dividends declared	
Surplus for the year ending Dec. 31, 1921	2,069 92
Amount of surplus or deficit, Dec. 31, 1921	
Credits to profit and loss account during the year	
Total credits	
Debits to profit and loss account during the year	
Total debits	
Net amount credited to profit and loss	
Total surplus Dec. 31, 1921	2,069 92

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	50,955 76
" carriage of mails	
" carriage of express and parcels	
" carriage of freight	
" tolls for use of tracks by other companies	
" rentals of buildings and other property	80 00
" advertising in cars	1,257 74
" interest on deposits	70 14
Other earnings from operation	
Gross earnings from operation	52,193 64
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	2,149 92
General office expenses and supplies	2,463 08
Legal expenses	500 00
Insurance	2,726 20
Switching charges, if any	
Other general expenses: Interest and Taxes	3,485 87
Maintenance of roadbed and buildings:	
Repair of roadbed and track	2,349 84
Repair of electric line construction	368 20
Repair of building	
Maintenance of equipment:	
Repair of cars	5,038 90
Repair of electric equipment of cars	
Repair of miscellaneous equipment	
Provender and stabling	
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	5,000 40
Wages and compensation of persons employed in conducting transportation	17,834 16
Removal of snow and ice	
Damages for injuries to persons and property	
Tolls for trackage over other railways	1,723 51
Rentals of buildings and other property	214 20
Other transportation expenses	1,769 44
Total operating expenses	45,623 72

Property Accounts—Additions and Deductions during the Year

Additions to railway:	
Extension of tracks (length.....feet)	
New electric line construction (length.....feet)	
Other additions to railway	
Total additions to railway	
Additions to equipment:	
Additional cars (in number)	
Electric equipment of same	
Other additional rolling stock	
Other additions to equipment	
Total additions to equipment	
Additions to land and buildings:	
Additional land necessary for operation of railway	
New electric power stations, including machinery, etc.	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	
Total additions to land and buildings	
Additions to other permanent property	
Total additions to other permanent property	
Total additions to property accounts	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Total deductions from property accounts	
Net addition to property accounts for the year	

General Balance Sheet

Assets

Cost of railway:		
Roadbed and tracks	$126,143 35	
Electric line construction, including poles, wiring, feeder lines, etc	21,729 42	
Interest accrued during construction of railway bridges	8,082 40	
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		$155,955 17
Cost of equipment:		
Passenger cars and other rolling stock	35,388 65	
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		35,388 65
Cost of lands and buildings:		
Land necessary for operation of railway	1,750 00	
Electric power station, including equipment	20,557 06	
Other buildings necessary for operation of railway	7,778 09	
Total cost of land and buildings owned		30,085 15
Other permanent property		
Franchise	100,000 00	
Total cost of other permanent property owned		100,000 00
Total permanent investments		321,428 97

Cash and current assets:		
Cash	$6,272 17	
Bills and accounts receivable		
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		$6,272 17
Miscellaneous assets:		
Materials and supplies	132 55	
Other assets and property		
Total miscellaneous assets		132 55
Profit and loss balance—deficit		
Total		327,833 69

LIABILITIES

Capital stock, common		110,500 00
preferred		62,600 00
Total capital stock		173,100 00
Funded debt		75,000 00
Real estate mortgages		40,000 00
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts		2,521 99
Salaries and wages		1,304 63
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities: Interest	3,158 20	
Bond Interest	4,500 00	
Total current liabilities		11,484 82
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds: Depreciation		
Total sinking and other special funds		8,675 00
Profit and loss balance—surplus		19,573 97
Total		327,833 69

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital stock:		
Capital stock authorized by law, common	$187,400 00	
preferred	62,600 00	
Total capital stock authorized by law	250,000 00	
Capital stock authorized by votes of company, common	187,400 00	
preferred	62,600 00	
Total capital stock authorized by vote	250,000 00	
Capital stock issued and outstanding, common		110,500 00
preferred		62,600 00
Total capital stock outstanding		173,100 00

Amount paid in on ..... shares not yet issued			
Amount paid in on stock to be exchanged			
Scrip convertible into stock			
Other paid stock liability			
Total capital stock liability			$173,100 00
Number of shares issued and outstanding, common	1,105		
preferred	626		
Total number of shares outstanding	1,731		
Number of stockholders, common	26		
preferred	22		
Total number of stockholders	48		
Amount of stock held, common		110,500 00	
preferred		62,600 00	
Total stock held		$173,100 00	

Real Estate Mortgage

Description of Mortgaged Property	Rate of Int.	Mortgage when due	Amount	Interest Paid during the Year
Total Assets	8%		$40,000 00	$3,158 20
Totals			$40,000 00	$3,158 20

Funded Debt—Sinking and other Special Funds

Funded Debt—Description of bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the year
20 years' First mortgage bonds guaranteed by the Town of Sudbury	6%	Aug. 8th 1936	$75,000 00	$4,500 00
Totals			$75,000 00	$4,500 00

Sinking and Other Special Funds

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	693,068
Number carried per mile of main railway track operated	86,633
Number of car miles run	148,320
Average number of persons employed	15
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	7.3c
Amount of passenger earnings per mile of road	642.86

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	10
Average rate of speed of freight cars per hour	

Description of Equipment

No. of motor cars	4
Snow plows	1

Miscellaneous Equipment

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line					
Length of second main track					
Total length of main track	7.9			7.9	7.9
Length of sidings, switches, etc.					
Total, computed as single track	7.9			7.9	7.9
Length of line under construction					

Description of Freight Carried

Description of Roadbed, Etc.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
83,424	80lbs.			3,520	

Names of the several cities and towns in which the railways operated by the company are located: Sudbury and Copper Cliff.

Grade Crossings with Railroads, Etc.

Grade crossings with railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With C.P.R. at Elm St.	1	Interlock-	1	2
With C.P.R. at Copper Cliff Road	.....	ing	1	1
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	.....	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	.....	.....	.....
Radius of sharpest curve	.....	.....	.....	.....
No. of feet per mile of heaviest gradient	.....	.....	.....	.....
Gauge of railway	.....	.....	.....	.....
Width of devil strip	.....	.....	.....	.....
Total number of tracks at crossings	.....	.....	.....	.....
Number of above crossings at which frogs are inserted in the tracks	.....	.....	.....	Nil

Summary of Accidents to Property

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Accidents to Persons

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Wages, Street Railway Co's or Radial Railways

	No. Employed	Average No. of hours on duty per day	Wages per day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors	.....	.....	.....	.....	.....
Conductors	6	9	37½	37½	37½
Motormen	.....	.....	.....	.....	.....
Starters	.....	.....	.....	.....	.....
Roadmen	1	10	45	45	45
Linemen	.....	.....	.....	.....	.....
Engineers	.....	.....	.....	.....	.....
Blacksmiths	.....	.....	.....	.....	.....
Firemen	.....	.....	.....	.....	.....
Electricians	.....	.....	.....	.....	.....
Armature winders	.....	.....	.....	.....	.....
Machinists and mechanics	.....	.....	.....	.....	.....
Car cleaners	.....	.....	.....	.....	.....
Average number of employees	3	10	147.00	147.00	147.00
Watchmen	.....	.....	.....	.....	.....
Switchmen and crossing tenders	.....	.....	.....	.....	.....

Corporate Organization

Corporate name and address of the company:
Sudbury, Copper Cliff Suburban Electric Railway, Sudbury.

Names and business address of principal officers:
President—James J. Mackey, Sudbury.
Vice-President—Louis Laforest, Sudbury.
Treasurer—Chas. Bibby, Sudbury.
Clerk of Corporation—Chas. Bibby, Sudbury.
General Counsel—Chas. McCrea, Sudbury.
Auditor—Wm. J. Ross, Sudbury.
General Manager—L. O'Connor.

Name of officer, and address, to whom correspondence regarding this report should be addressed: C. Bibby, Secretary and Treasurer, P. O., Box 420, Sudbury.

Names and residence of Board of Directors:
J. J. Mackey, Sudbury.
L. Laforest, Sudbury.
L. O'Connor, Sudbury.
J. C. Clemens, Sudbury.
C. McCrea, Sudbury.
Wm. J. Laforest, Sudbury.

ANNUAL REPORT OF THE THURLOW RAILWAY COMPANY

For the Year Ending December 31, 1921.

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: Township of Thurlow, County of Hastings, Ontario.
Name of company: Thurlow Railway Company.
Date of incorporation: April 11, 1907.
Dates of subsequent legislation:
Date of expiry of franchise:
Amount paid to municipality per year per mile of track:
Further amounts, if any, paid to municipality by way of percentage earnings, % on $.
Total amount paid municipality during year for franchise:
Appraised value of plant and tracks for purposes of taxation:
Total taxes paid during year to municipality:
Amount of aid received from municipality, if any:
Power consumed per car mile in kilowatt hours:
Cost per horse power for motive power used in operating plant:
Cost of power per kilowatt per hour:
Cost of power per car mile:
Average speed of cars:
State if power is purchased or generated by company:
State if power is generated by steam or water power: Steam.
Give number of power houses:

General Exhibit for the Year

Gross earnings from operation		$42,685 00
Operating expenses		34,239 49
Net earnings from operation		8,445 51
Miscellaneous income—Interest	$1,890 47	
Total miscellaneous income		1,890 47
Gross income above operating expenses		10,335 98
Charges upon income accrued during the year:		
Interest on funded debt		
Interest and discount on unfunded debts and loans		
Taxes, municipal		
Taxes, provincial	$26.70	
Taxes, commutation		
	26 70	
Rentals of leased right of way	5,000 00	
Payments to sinking and other special funds		
Other deductions from income		
Depreciation	5,038 54	
Total charges and deductions from income		10,065 24
Net divisible income		270 74
Dividends declared.....per cent. on $		
Dividends declared.....per cent. on $		
Total dividends declared		
Surplus for the Year ending December 31, 1921		270 74
Amount of surplus December 31, 1920		55,191 01
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		
Total surplus December 31, 1921		55,461 75

Earnings and Expenses of Operation

Earnings from operation:		
Receipts from passengers carried		
" carriage of mails		
" carriage of express and parcels		
" carriage of freight		42,685 00
" tolls for use of tracks by other companies		
" rentals of buildings and other property		
" advertising in cars		
" interest on deposits		
Other earnings from operation		
Gross earnings from operation		42,685 00
Expenses of operation:		
General expenses:		
Salaries of general officers and clerks and attendants		
General office expenses and supplies		
Legal expenses		
Insurance		
Switching charges, if any		
Other general expenses		

Maintenance of Roadbed and buildings:		
Repair of roadbed and track		$10,851 42
Repair of electric line construction		
Repair of buildings		
Maintenance of equipment:		
Repair of cars		
Repair of electric equipment of cars		
Repair of miscellaneous equipment		2,807 07
Provender and stabling		
Transportation expenses:		
Cost of electric motive power, $.....; less power sold, $.....; net		
Wages and compensation of persons employed in conducting transportation		7,957 40
Removal of snow and ice		
Damages for injuries to persons and property		
Tolls for trackage over other railways		
Rentals of buildings and other property		
Other transportation expenses: Fuel		12,271 17
Material		352 43
Total operating expenses		34,239 49

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR

Additions to railway:		
Extension of tracks (length.....feet)		
New electric line construction (length.....feet)		
Other additions to railway		
Total additions to railway		
Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		
Additions to other permanent property		
Total additions to other permanent property		
Total additions to property accounts		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Depreciation		
Roadbed and tracks	$2,672 32	
Cars and other rolling stock	2,264 88	
Buildings	101 34	
Total deductions from property accounts		5,038 54
Net deductions from property accounts for the year		5,038 54

General Balance Sheet

Assets

Cost of railway:		
Roadbed and tracks	$24,050 92	
Electric line construction, including poles, wiring, feeder lines, etc		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		$24,050 92
Cost of equipment:		
Passenger cars and other rolling stock	20,383 88	
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		20,383 88
Cost of land and buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway	912 06	
Total cost of land and buildings owned		912 06
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		45,346 86
Cash and current assets:		
Cash		
Bills and accounts receivable	35,114 89	
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		35,114 89
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		
Profit and loss balance—deficit		
Total		80,461 75

Liabilities

Capital stock, common		25,000 00
preferred		
Total capital stock		25,000 00
Funded debt		
Real estate mortgages		
Current liabilities:		
Loans and notes payable		
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
Total current liabilities		

Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds		
Total sinking and other special funds		
Profit and loss balance—surplus		$55,461 75
Total		80,461 75

Capital Stock—Real Estate Mortgages

Capital Stock:		
Capital stock authorized by law, common	$50,000 00	
preferred		
Total capital stock authorized by law	50,000 00	
Capital stock authorized by votes of company, common		
preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		25,000 00
preferred		
Total capital stock outstanding		25,000 00
Amount paid in on.....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		25,000 00

Number of shares issued and outstanding, common	
preferred	
Total number of shares outstanding	
Number of stockholders, common	
preferred	
Total number of stockholders	
Amount of stock held, common	
preferred	
Total stock held	

Real Estate Mortgages

Funded Debt—Sinking and Other Special Funds

Sinking and Other Special Funds

.....

.....

.....

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	
Number carried per mile of main railway track operated	
Number of car miles run	
Average number of persons employed	14
If the company commenced operation during the year, give the date	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	20 miles

Description of Equipment

	Box passenger cars
Locomotives	3
Box cars	4
Platform cars	2
Coal and dump cars	13

Miscellaneous Equipment

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power)

Railway Owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	2,671				2,671
Length of second main track					
Total length of main track	2,671				2,671
Length of sidings, switches, etc.	2,766				2,766
Total, computed as single track	5,437				5,437
Length of line under construction					

Description of Freight Carried

.....

.....

.....

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. Ties to mile	General Remarks
Steel	Iron	Steel	Iron		
All	.....	65	.....	3,080	80 lb. Rails at all frogs and switches.
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the company are located.....
.....

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With Canadian National Railway.....	.....	Interlocking stand, derails, 1 Semaph'r.	1	.....
No. junctions with other railways.....	Two	.....	.....	.....
No. of overhead bridges.....	.....	.....	.....	.....
No. of highway crossings.....	One	.....	.....	.....
Height of overhead bridges above rail level..	.....	.....	.....	.....
Radius of sharpest curve.....	716.8′	.....	.....	.....
No. of feet per mile of heaviest gradient.....	158.4′	.....	.....	.....
Gauge of railway.....	4.8½′	.....	.....	.....
Width of devil strip.....	.....	.....	.....	.....
Total number of tracks at crossings.....	.....	.....	.....	.....
Number of above crossings at which frogs are inserted in the tracks.....	.....	.....	.....	.....

GENERAL REMARKS AND EXPLANATIONS

The above mentioned curve is on our main line. One of our siding curves has a radius of 193.2′

SUMMARY OF ACCIDENTS TO PROPERTY

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.....
.....

ACCIDENTS TO PERSONS

Killed and Injured	From causes beyond their control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers.....	.....	.....	.....	.....	.....	.....
Employees.....	.....	.....	1	.....	1	.....
Other persons.....	.....	.....	.....	.....	.....	.....
Totals.....	.....	.....	1	.....	1	.....

STATEMENT OF EACH ACCIDENT

.....
.....
.....

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

.....
.....
.....

CORPORATE ORGANIZATION

Corporate name and address of the company:
Thurlow Railway Company, 273 Craig Street West, Montreal, Que.
Names and business address of principal officers:
President—F. P. Jones.
Sec.-Treasurer—H. L. Doble.
Name of officer, and address, to whom correspondence regarding this report should be addressed:
H. L. Doble, Secretary-Treasurer, c/o Canada Cement Co., Ltd., Montreal.
Names and residence of Board of Directors:
F. P. Jones, Montreal.
H. L. Doble, Montreal.
C. C. Ballantyne, Montreal.
A. C. Tagge, Montreal.
A. C. Bedford-Jones, Montreal.

ANNUAL REPORT OF THE TORONTO AND YORK RADIAL RAILWAY COMPANY

FOR THE YEAR ENDING December 31st 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: City of Toronto. York, Markham, Vaughan, King, Whitechurch, North and East Gwillimbury, Etobicoke, and Scarboro Townships, Richmond Hill, Aurora, Newmarket, Sutton, Mimico, New Toronto.
Name of company: The Toronto and York Radial Railway Company.
Date of incorporation: 1898.
Dates of subsequent legislation:
Date of expiry of franchise: Different dates for renewal.
Amount paid to municipality per year per mile of track:
Further amounts, if any, paid to municipality by way of percentage earnings, % on
Total amount paid municipality during year for franchise.....
Appraised value of plant and tracks for purposes of taxation.....
Total taxes paid during year to municipality.....$ 14,698 01
Amount of aid received from municipality, if any.....none
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt per hour.....
Cost of power per car mile.....
Average speed of cars..... 20 miles per hour
State if power is purchased or generated by company: Purchased
State if power is generated by steam or water power:
Give number of power houses. 6 substations

General Exhibit for the Year

Gross earnings from operation			$1,104,470 47
Operating expenses			881,223 59
Net earnings from operation			223,246 88
Miscellaneous income:			
Total miscellaneous income			
Gross income above operating expenses			
Charges upon income accrued during the year:			
Interest on funded debt			
Interest and discount on unfunded debts and loans		$218,136 17	
Taxes, municipal	$14,698 01		
Taxes, provincial	1,084 80		
Taxes, commutation			
		15,782 81	
Rentals of leased railways			
Payments to sinking and other special funds:			
Other deductions from income:			
Terminal Expenses	1,711 43		
Depreciation	62,457 39	64,168 82	
Total charges and deductions from income			298,087 80
Net divisible income			74,840 92
Dividends declared ....per cent. on $			
Dividends declared ....per cent. on $			
Total dividends declared			
Deficit for the year ending December 31st, 1921			74,840 92
Amount of surplus December 31st, 1920			
Credits to profit and loss account during the year			
Total credits			
Debits to profit and loss account during the year:			
Total debits			
Net amount credited to profit and loss			
Total surplus December 31st 1921			151,075 94

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried	923,984 24
" carriage of mails	3,873 63
" carriage of express and parcels	1,194 85
" carriage of freight	118,171 77
" tolls for use of tracks by other companies	
" rentals of buildings and other property	1,470 50
" advertising in cars	1,300 00
" interest on deposits	
Other earnings from operation (sale of power for lighting)	50,781 78
Miscellaneous	3,693 70
Gross earnings from operation	1,104,470 47

Expenses of Operation

General expenses:		
Salaries of general officers and clerks and attendants		$31,188 92
General office expenses and supplies		4,026 22
Legal expenses		299 00
Insurance		11,793 36
Switching charges, if any		.....
Other general expenses:		
Printing and stationery	$10,065 38	
Advertising	467 35	
Parks, resorts and attractions	7,485 55	
Store expense	4,846 79	
Rent of equipment (per diem)	117 00	
Power and light (other operations dr.)	8,731 48	
Miscellaneous general expenses	11,378 40	
		43,691 95
Maintenance of roadbed and buildings:		
Repair of roadbed and track		88,590 93
Repair of electric line construction		14,997 53
Repair of buildings		4,361 75
Maintenance of equipment:		
Repair of cars		90,139 93
Repair of electric equipment of cars		59,330 73
Repair of miscellaneous equipment		25,435 78
Provender and stabling		5,743 94
Transportation expenses:		
Cost of electric motive power, $.....; less power sold, $.....; net		170,891 53
Wages and compensation of persons employed in conducting transportation		255,442 79
Removal of snow and ice		2,777 09
Damages for injuries to persons and property		20,911 91
Tolls for trackage over other railways		.....
Rentals of buildings and other property		.....
Other transportation expenses:		
Track cleaning and sanding	15,688 79	
Miscellaneous car house and car service expenses	17,698 12	
Station expenses	1,667 43	
Freight collection and delivery	10,790 36	
Loss and damage	331 41	
Miscellaneous	5,424 12	
		51,600 23
Total operating expenses		881,223 59

Property Accounts—Additions and Deductions During the Year

Additions to railway:		
Extension of tracks (length 2,999 feet)	$9,005 09	
New electric line construction (length.....feet)		
Other additions to railway		
Total additions to railway		9,005 09
Additions to equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Miscellaneous equipment	3,801 93	
Total additions to equipment		3,801 93
Additions to land and buildings:		
Additional land necessary for operation of railway		
New electric power stations, including machinery, etc		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		2,469 80

Additions to other permanent property:		
Tools and machinery	$799 49	
Uncompleted and undistributed expenditure on capital account	10,013 79	
Total additions to other permanent property		$10,813 28
Total additions to property accounts		26,090 10
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Right of way	30,081 60	
Electric Line	4,051 53	
Total deductions from property accounts		
Net addition to property accounts for the year		34,133 13

General Balance Sheet

Assets

Cost of railway:	$2,659,474 33	
Roadbed and tracks	841,274 09	
Electric line construction, including poles,wiring, feeder lines, etc.	276,597 49	
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		3,777,347 91
Cost of equipment:		
Passenger cars and other rolling stock	395,569 30	
Electric equipment of same	231,663 56	
Other items of equipment tools and machinery including compressor plant	27,830 62	
Total cost of equipment owned		655,063 48
Cost of land and buildings:		
Land necessary for operation of railway	650,802 99	
Electric power stations, including equipment	130,189 34	
Other buildings necessary for operation of railway real estate and buildings	299,601 59	
Total cost of land and buildings owned		1,080,593 92
Other permanent property, office furniture	3,167 09	
Park amusement equipment	621 75	
Total cost of other permanent property owned		3,788, 84
Total permanent investments		5,516,794 15
Cash and current assets:		
Cash	4,933 66	
Bills and accounts receivable	204,257 17	
Sinking and other special funds		
Other cash and current assets—Prepaid accts	5,167 83	
Total cash and current assets		214,358 66
Miscellaneous assets:		
Materials and supplies	124,426 68	
Other assets and property, mortgages on Real Estate	15,600 00	
Uncompleted and undistributed expenditure on capital accounts	29,424 04	
Total miscellaneous assets		169,450 72
Profit and loss balance—deficit		
Total		5,900,603 53

LIABILITIES

Capital stock, common		$2,000,000 00
preferred		
Total capital stock		2,000,000 00
Funded debt		
Real estate mortgages		12,700 00
Current liabilities:		
Loans and notes payable	3,523,532 84	
Audited vouchers and accounts	128,422 05	
Salaries and wages	370 00	
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities. Tickets for redemption	3,500 00	
Total current liabilities		$3,655,824 90
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds—Ins. and damages Ins. Fund	10,020 69	
Reserves	70,982 00	
Total sinking and other special funds		81,002 69
Profit and loss balance—surplus		151,075 94
Total		$5,900,603 53

CAPITAL STOCK—REAL ESTATE MORTGAGES

Capital stock:		
Capital stock authorized by law, common	$2,000,000 00	
preferred		
Total capital stock authorized by law	2,000,000 00	
Capital stock authorized by votes of company, common		
preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common	$2,000,000 00	
preferred		
Total capital stock outstanding		$2,000,000 00
Amount paid in on shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		
Number of shares issued and outstanding, common	20,000	
preferred		
Total number of shares outstanding	20,000	
Number of stockholders, common		
preferred		
Total number of stockholders all held by Toronto Ry. Co.		
Amount of stock held, common		
preferred		
Total stock held		

Real Estate Mortgages

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
Lots 13 x 14 South side Birch Ave., Plan 390	6%	Dec. 7, '20	$6,700 00	$402 00
Part of lot 21.Con. B and C Township Scarboro	6%	Sept.15 '20	6,000 00	360 00
Totals			$12,700 00	$762 00

Funded Debt—Sinking and Other Special Funds

Funded Debt—Description of Bonds, etc.	Rate of Interest	Day of Maturity	Amount Outstanding	Interest paid during the Year

Sinking and other Special Funds

Amount Dec, 31, 1920 Injuries and damages insurance fund	$3,513 25	$3,513 25
Total, December 31, 1920		$3,513 25
Additions during the year to inujries and damages ins. fund	20,840 67	
Total including additions		20,840 67
Deductions during the year from Injuries and damages ins. fund	14,333 23	
Total sinking and other special funds, December 31, 1921		$10,020 69

Volume of Traffic—Equipment, Etc.

Volume of Traffic, Etc.:

Number of passengers paying revenue carried during the year	11,689,346
Number carried per mile of mainrailway track operated (70.45 miles)	165,668
Number of car miles run	1,870,734.62
Average number of persons employed	400
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	.079c
Amount of passenger earnings per mile of road. (84.05 miles)	$10,980 20

Freight:

Number of tons freight earning revenue	41,990
Number of tons freight carried per mile of road. (62.64 Met. Div.)	670.33
Average amount received for each ton of freight	2.81
Average receipts per ton of freight per mile	4.49c.
Average rate of speed of passenger cars per hour	20 miles
Average rate of speed of freight cars per hour	15 miles

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric Locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	49	1		1	11			15			10	4		66		50
Open passenger cars	3													3		

MISCELLANEOUS EQUIPMENT

	Total Number
Barges and omnibuses	
Carts and snow sleds	9
Other railway rolling stock:	
bonding car	1
Other highway vehicles	
Horses	7
Other items of equipment. Motor trucks	7
Automobiles	2

DESCRIPTION OF RAILWAY OWNED AND OPERATED

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	68,82	1.63		70.45	70.45
Length of second main track					
Total length of main track	68.82	1.63		70.45	70.45
Length of sidings, switches, etc.	13.33	.37			
Total, computed as single track	82.15	2		84.15	84.15
Length of line under construction	None				

DESCRIPTION OF FREIGHT CARRIED

Flour		Grain		Live Stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft.BM	Tons	Cords	Tons			
	1,013		821		598		2,251		3,073	34,234	41,990	

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. ties to Mile	General Remarks
Steel	Iron	Steel	Iron		
.....	.....	56-60-80	.....	2700	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	

Names of the several cities and towns in which the railways operated by the Company are located: City of Toronto, Richmond Hill, Aurora, Thornhill, Newmarket, Queensville, Keswick, Jackson's Point, Sutton, New Toronto, Mimico, Port Credit, Scarboro, West Hill.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With G.T.R. Jackson's Point	.....	Interlocker	1	1
With G.T.R. Port Credit	yes	.....	1	1
No. junctions with other railways	4			
No. of overhead bridges	3	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	.....	.....	.....
Radius of sharpest curve	.....	.....	.....	.....
No. of feet per mile of heaviest gradient	.....	.....	.....	.....
Gauge of railway	4 ft. 8½ in. &	4ft. 10⅞	.....	.....
Width of devil strip	.....	.....	.....	.....
Total number of tracks at crossings	.....	.....	.....	.....
Number of above crossings at which frogs are inserted in the tracks	.....	.....	.....	.....

GENERAL REMARKS AND EXPLANATIONS

.....
.....
.....

SUMMARY OF ACCIDENTS TO PROPERTY

.....
.....
.....

ACCIDENTS TO PERSONS

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers			1	15	1	15
Employees				2		2
Other persons			1	1	1	1
Totals			2	18	2	18

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

	No. employed	Average No. of hours on duty per day	Wages per Hour		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors					
Conductors	70	10	38	40	42
Motormen	65	10	38	40	42
Starters		10			
Roadmen	45	10	37½		45
Linemen	9	10	37½		50
Engineers	2		40		55
Blacksmiths	3		50		55
Firemen					
Electricians	5	8	40	to	50
Armature winders	2	10	35	to	60
Machinists and mechanics	45	10	50	to	65
Car cleaners	6	10	35	to	40
Average number of employees	400				
Watchmen	3	12	35		40
Switchmen and crossing tenders					

CORPORATE ORGANIZATION

Corporate name and address of the company:

The Toronto and York Radial Railway Co., 84 King Street East, Toronto.

Names and business address of principal officers:

President—Sir William Mackenzie.
Vice-President—Hon. Frederic Nicholls. (Since deceased)
Secretary-Treasurer—J. C. Grace.
General Counsel—Aylesworth, Wright, Thompson & Lowe.
Auditor—W. S. Andrews.
General Manager—W. H. Moore.
Asst. General Manager—Chas. L. Wilson.
Superintendent—C. W. Mott.

Name of officer, and address, to whom correspondence regarding this report should be addressed:

Names and residence of Board of Directors:

Sir William Mackenzie, Toronto.
Hon. Frederic Nicholls, Toronto.
Sir Henry Pellatt, C.V.O., Toronto.
E. R. Wood, Toronto.
F. W. Ross, Quebec.

ANNUAL REPORT OF THE WATERLOO-WELLINGTON RAILWAY COMPANY

For the Year Ending December 31, 1921

GENERAL INFORMATION

Name of municipality or municipalities in which railway operates: City of Kitchener, Ont., and Township of Waterloo.

Name of company: The Waterloo-Wellington Railway Company.

Date of incorporation: 12th December, 1901, as Berlin and Bridgeport Electric Street Railway Company, Limited.

Dates of subsequent legislation: Act of Ontario Legislature, March 18, 1912, changing name to The Berlin and Northern Railway Company Act of Ontario Legislature, April 16, 1919, changing name to The Waterloo-Wellington Railway Company.

Date of expiry of franchise: Part indeterminate and part June 29, 1937.

Amount paid to municipality per year per mile of track	
Further amounts, if any, paid to municipality by way of percentage earnings, % on $	
Total amount paid municipality during year for franchise	
Appraised value of plant and tracks for purposes of taxation	
Total taxes paid during year to municipalities	$544 92
Amount of aid received from municipality, if any	
Power consumed per car mile in kilowatt hours	
Cost per horse power for motive power used in operating plant	
Cost of power per kilowatt per hour	
Cost of power per car mile	
Average speed of cars	About 8 miles per hour

State if power is purchased or generated by Company: Purchased.

State if power is generated by steam or water power: Hydro-Electric.

Give number of power houses:

General Exhibit for the Year

Gross earnings from operation			$10,660 04
Operating expenses (not including taxes)			8,212 50
Net earnings from operation			2,447 54
Miscellaneous income			
Total miscellaneous income			
Gross income above operating expenses			2,447 54
Charges upon income accrued during the year:			
Interest on funded debt		$3,600 00	
Interest and discount on unfunded debt and loans		339 98	
Taxes, municipal	$544 92		
Taxes, provincial	40 54		
Taxes, commutation		585 46	
Rentals of leased railways			
Payments to sinking and other special funds			
Other deductions from income			
Total charges and deductions from income			4,525 44
Net divisible income			2,077 90

Dividends declared.....per cent. on $.....	
.....per cent. on $.....	
Total dividends declared.....	
Deficit for the year ending December 31, 1921.....	$2,077 90
Amount of deficit, December 31, 1921.....	10,500 66
Credits to profit and loss account during the year.....	
Total credits.....	
Debits to profit and loss account during the year.....	
Total debits.....	
Net amount credited to profit and loss.....	
Total deficit, December 31, 1921.....	12,578 56

Earnings and Expenses of Operation

Earnings from operation:	
Receipts from passengers carried.....	10,057 84
" carriage of mails.....	213 75
" carriage of express and parcels.....	41 70
" carriage of freight.....	
" tolls for use of tracks by other companies.....	
" rentals of buildings and other property.....	172 50
" advertising in cars.....	112 50
" interest on deposits.....	
Other earnings from operation—Selling gravel.....	61 75
Gross earnings from operation.....	10,660 04
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants.....	1,012 50
General office expenses and supplies.....	401 89
Legal expenses.....	
Insurance.....	671 62
Switching charges, if any.....	
Other general expenses.....	100 58
Maintenance of roadbed and buildings:	
Repair of roadbed and track Repair of electric line construction	691 69
Repair of buildings.....	120 36
Maintenance of equipment:	
Repair of cars..... Repair of electric equipment of cars	673 55
Repair of miscellaneous equipment.....	
Provender and stabling.....	
Transportation expenses:	
Cost of electric motive power, and use of track.....$2,412.87	
Wages and compensation of persons employed in conducting transportation...	2,116 53
Removal of snow and ice.....	5 24
Damages for injuries to persons and property.....	2 17
Tolls for trackage over other railways.....	
Rentals of buildings and other property.....	
Other transportation expenses, bad debts written off.....	53 50
Total operating expenses.....	8,312 50

General Balance Sheet

Dec. 31, 1921

Assets

Cost of railway:		
Roadbed and tracks	$47,684 01	
Electric line construction, including poles, wiring, feeder lines, etc.		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction	2,251 99	
Other items of railway cost. Margaret Ave. Bridge, Signals... etc	4,551 73	
Total cost of railway owned		54,487 73
Cost of equipment:		
Passenger cars and other rolling stock	7,855 27	
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		7,855 27
Cost of land and buildings:		
Land necessary for operation of railway	3,504 04	
Electric power stations, including equipment		
Other buildings necessary for operation of railway	8,275 89	
Total cost of land and buildings owned		11,779 93
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		74,122 93
Cash and current assets:		
Cash	85 04	
Bills and accounts receivable		
Sinking and other special funds		
Other cash and current assets—Accumulated deficit charge to capital stock		
Total cash and current assets		85 04
Miscellaneous assets:		
Materials and supplies		
Other assets and property: Snow, Fencing, Tools, etc	1,696 07	
Total miscellaneous assets		1,696 07
Profit and loss balance—deficit		12,578 56
Total		88,482 60

Liabilities

Capital stock, common	19,200 00
preferred	
Total capital stock	19,200 00
Funded debt	
Real estate mortgages	

Current liabilities:		
Loans and notes payable	$9,282 60	
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
Total current liabilities		$9,282 60
Accrued liabilities:		
Interest accrued and not yet due		
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		
Sinking and other special funds: Bonds	60 00	
Total sinking and other special funds		60 00
Profit and loss balance—surplus		
Total		88,482 60

Capital Stock—Real Estate Mortgages

Capital Stock:		
Capital stock authorized by law, common	$400,000 00	
preferred		
Total capital stock authorized by law		
Capital stock authorized by votes of company, common	400,000 00	
preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		
preferred		
Total capital stock outstanding		
Amount paid in on .....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		
Number of shares issued and outstanding, common		
preferred		
Total number of shares outstanding		
Number of stockholders, common		
preferred		
Total number of stockholders		
Amount of stock held, common		
preferred		
Total stock held		

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS

Funded Debt—Description of Bonds, etc.	Rate of interest	Day of Maturity	Amount Outstanding	Interest paid during the year
First Mortgage Bonds	6%		$60,000 00	

SINKING AND OTHER SPECIAL FUNDS

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:

Number of passengers paying revenue carried during the year	173,371
Number carried per mile of main railway track operated	50,991
Number of car miles run	35,800
Average number of persons employed	4
If the company commenced operation during the year, give the date	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	$2,946 00

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	8 miles
Average rate of speed of freight cars per hour	

DESCRIPTION OF EQUIPMENT

	Box Passenger cars
No. of motor cars	3

MISCELLANEOUS EQUIPMENT

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock—Steel dump cars	3
Hand cars	2
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	2.8		1	3.8	3.4 miles
Length of second main track					
Total length of main track					
Length of sidings, switches, etc.					
Total, computed as single track					
Length of line under construction					

DESCRIPTION OF FREIGHT CARRIED

DESCRIPTION OF ROADBED, ETC.

Rails		Weight per yard		No. Ties to mile	General Remarks
Steel	Iron	Steel	Iron		
.....	.....	60 to 65 lbs.	.....	2,600	
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade Crossings with Railroads	Unprotected	How Protected	Number of Tracks at Crossing	
			Railroad Tracks	Railway Tracks
Crossings of railways with railroads at grade (2 in number), viz.:				
With G.T.R. spur line, Lancaster St.	.....	.....	.....	.....
With Bridgeport	.....	.....	.....	.....
.....	.....	Semaphore	.....	.....
With G.T.R. siding at Line St., Kitchener.	.....	Semaphore and derails	.....	.....
No. junctions with other railways	1	.....	.....	.....
No. of overhead bridges	1	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridge above rail level	22′ 6″	.....	.....	.....
Radius of sharpest curve	.....	.....	.....	.....
No. of feet per mile of heaviest gradient	.....	.....	.....	.....
Gauge of railway	.....	.....	.....	.....
Width of devil strip	.....	.....	.....	.....
Total number of tracks at crossings	.....	.....	.....	.....
Number of above crossings at which frogs are inserted in the tracks	.....	.....	.....	.....

GENERAL REMARKS AND EXPLANATIONS

Junction with Kitchener-Waterloo Street Railway at Water St., Kitchener. Bridge over Grand Trunk Railway, Main Line, Margaret Ave., Kitchener.

WAGES, STREET RAILWAY CO'S OR RADIAL RAILWAYS

	No. Employed	Average No. of hours on duty per day	Wages per day		
			1st Yr.	2nd Yr.	3rd Yr.
Inspectors	.....	.....	.....	.....	.....
Conductors, Motormen	3	10	$2.90	to	$3.30
Starters	.....	.....	.....	.....	.....
Roadmen, Linemen	1 to 3	,,	$3.00		
Engineers	.....	.....	.....	.....	.....
Blacksmiths	.....	.....	.....	.....	.....
Firemen	.....	.....	.....	.....	.....
Electricians	.....	.....	.....	.....	.....
Armature winders	.....	.....	.....	.....	.....
Machinists and mechanics	.....	.....	.....	.....	.....
Car cleaners	.....	.....	.....	.....	.....
Average number of employees	.....	.....	.....	.....	.....
Watchmen	.....	.....	.....	.....	.....
Switchmen and crossing tenders	.....	.....	.....	.....	.....

CORPORATE ORGANIZATION

Corporate name and address of the company:

The Waterloo-Wellington Railway Company, 86 King St. West, Kitchener, Ont.

Names and business address of principal officers:

President—William H. Breithaupt, Kitchener, Ont.

Vice-President—George M. Shirk, Bridgeport Ont.

Treasurer—V. Brubacher, Kitchener, Ont.

Name of Officer, and address, to whom correspondence regarding this report should be addressed
Name, W. H. Breithaupt, Title, President, Address, Kitchener.

Names and residence of Board of Directors:

William H. Breithaupt, Kitchener, Ont.

George M. Shirk, Bridgeport, Ont.

Louis J. Breithaupt, Kitchener, Ont.

Harvey J. Sims, Kitchener, Ont.

Mrs. M. B. Baumann, Kitchener, Ont.

Joseph H. Wuest, Kitchener, Ont.

ANALYSIS OF GROSS EARNINGS AND MISCELLANEOUS INCOME FOR YEAR ENDING DEC. 31st, 1921.

Name of Railway	From Passengers	From Mail	From Express Parcels and Newspapers	From Freight	From Rental of track buildings and other property	From Advertising	From other miscellaneous sources	Total
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Buffalo and Fort Erie Ferry and Ry. Co.	16,683 50	.....	.....	129 80	.....	.....	.....	16,813 30
Cornwall Street	30,500 05	1,191 66	.....	21,642 11	.....	599 00	5,121 67	59,054 49
Fort William	190,472 56	860 50	.....	.....	.....	833 50	73,267 44	265,434 00
Hamilton Street	978,877 49	.....	.....	.....	4,513 80	725 00	230 51	984,346 80
Hamilton and Dundas	73,668 20	248 00	507 46	50 70	3,981 23	100,00	12,008 17	90,563 76
Hamilton, Grimsby and Beamsville	151,694 54	750 00	5,430 05	39,926 85	11,592 14	350 00	821 54	210,565 12
Huntsville and Lake of Bays (steam)	2,564 21	30 00	.....	**3,771 60	.....	.....	1,570 03	7,935 94
International Transit	85,577 64	400 00	.....	.....	.....	900 00	590 63	87,468 27
Kingston, Portsmouth and Cataraqui	75,827 47	.....	.....	.....	1,470 10	442 00	2,200 40	79,939 97
Kitchener and Waterloo	95,319 78	3,200 00	174 03	.....	3,974 93	853 20	116 03	103,637 97
Lake Huron and Northern Ontario (steam)	.....	.....	.....	11,819 71	.....	.....	.....	11,819 71
London Street	559,838 57	2,475 11	.....	.....	320 00	4,292 08	940 50	567,866 26
Midland and Simcoe	Operated for switching purposes only							
Mount McKay and Kakabeka Falls	.....	.....	.....	.....	271 00	.....	3,445 50	3,716 50
Niagara Falls Park and River. *	209,909 61	709 35	443 30	.....	35 00	761 91	21,026 00	232,885 17
Port Arthur Civic	192,780 09	577 50	611 30	.....	111 71	936 00	5,904 15	199,920 75
Sarnia Street	71,620 18	2,363 00	3,263 20	10,448 85	.....	.....	6,800 45	94,495 68
St. Thomas Civic	30,996 79	.....	.....	.....	17 00	431 35	322 90	31,768 04
Sudbury-Copper Cliff Suburban	50,785 76	.....	.....	.....	80 00	1,257 74	70 14	52,193 64
Thurlow (steam)	.....	.....	.....	42,685 00	.....	.....	1,890 47	44,575 47
Toronto and York Radial	923,984 24	3,873 63	1,194 85	118,171 77	1,470 50	1,300 00	54,475 48	1,104,470 47
Toronto Transportation Commission	Not reported							
Waterloo-Wellington	10,057 84	213 75	41 70	.....	172 50	112 50	61 75	10,660 04

*Operated as a Division of the International Ry. Coy.
**Including Express

TABULATION OF CAR MILES RUN, PASSENGERS CARRIED, ACCIDENTS, Etc.

For Year Ending Dec. 31, 1921

Name of Railway	Length of track owned miles	Length of Switches and Sidings miles	Passenger car miles run	Passengers carried	Passengers per mile of main track operated	Accidents		Number of men employed	Passenger Cars			Other Service Cars								Miscellaneous		Cost of Railway, construction equipment, land and buildings per mile of track owned
						Killed	Injured		Enclosed cars	Open cars	Trailers	Baggage and mail	Cattle and box	Platform	Coal Dump	Tools	Snow Sweepers	Snow Ploughs	Loading Cranes	Locomotives	Ferry Boats	
Buffalo and Fort Erie Ferry and Ry. Co	Not Reported																					
Cornwall Street	4	2.50	196,000	635,885	158,971	.....	1	29	8	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2	.....	$37,293 03
Fort William	21.739	.730	647,734	3,120,410	173,356	.....	.....	64	18	1	5	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	48,600 29
Hamilton Street	33.7	.....	2,838,938	23,064,924	684,419	.....	55	398	78	19	14	.....	.....	.....	.....	1	4	.....	.....	.....	.....	69,983 78
Hamilton and Dundas	6,048	1.6	190,162	1,079,422	150,337	.....	1	33	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29,024 99
Hamilton, Grimsby and Beamsville	22.6	3.6	421,543	1,018,588	45,070	.....	3	75	8	2	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,025 68
Huntsville and Lake of Bays (steam)	1,438	.312	2,800	17,303	.....	.....	1	5	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,734 46
International Transit	4.30	.38	242,788	1,741,694	5,805	.....	2	35	9	.....	3	.....	.....	.....	.....	.....	1	.....	.....	.....	1	64,711 35
Kingston, Portsmouth and Cataraqui	8	.....	199,680	1,193,173	149,147	.....	2	19	8	12	.....	.....	.....	.....	.....	1	2	1	.....	.....	.....	Not Reported
Kitchener and Waterloo	4.30	1.40	252,139	2,333,414	409,370	.....	.....	28	10	2	5	.....	.....	.....	.....	1	1	.....	.....	.....	.....	37,537 37
Lake Huron and Northern Ontario (steam)	17	3	No record			.....	.....	.....	1	.....	.....	.....	1	8	.....	.....	.....	.....	.....	1	.....	30,450 00
London Street	36.10	.....	1,783,275	14,866,566	.....	1	81	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41,767 09
Midland and Simcoe	Operated for switching purposes only																					
Mt. McKay and Kakabeka Falls	5	1.5	.....	.....	.....	.....	.....	10	.....	.....	2	.....	.....	.....	10	.....	.....	.....	.....	1	.....	61,878 23
†Niagara Falls Park and River	23.116	1.370	349,356	1,880,620	81,356	.....	17	50	11	16	.....	2	.....	2	.....	.....	.....	1	.....	.....	.....	Not Reported
Port Arthur Civic	12.43	6.10	624,007	31,788,40	171,551	.....	4	61	18	3	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	35,160 00
Sarnia Street	8.25	1	205,694	1,336,203	144,454	.....	.....	36	10	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	27,604 28
St. Thomas Civic	7.5	.075	138,720	648,251	86,433	.....	2	20	9	.....	4	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	10,417 29
Sudbury, Copper Cliff Suburban	7.9	.....	148,320	693,068	86,633	.....	.....	15	4	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	40,687 40
Thurlow (steam)	2.671	2.766	.....	.....	.....	1	.....	14	.....	.....	.....	.....	4	2	13	.....	.....	.....	.....	3	.....	8,340 42
Toronto and York Radial	68.82	13.33	187,073,462	11,689,346	165,668	2	18	400	49	3	.....	11	.....	15	.....	10	.....	4	.....	1	.....	67,155 13
Toronto Transportation	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26,472 47
Waterloo-Wellington	2.8	.....	35,800	173,371	50,991	.....	.....	4	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

†Operated as a Division of the International Railway Co.

TABULATION OF OPERATING COSTS FOR THE YEAR ENDING DEC. 31, 1921.

Name of Railway	General Expenses	Maintenance, Roadbed and buildings	Maintenance Equipment	Motive Power	Wages	Damage to persons and property	Miscellaneous	Total	Operating cost per car mile run
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	cents.
Buffalo and Fort Erie Ferry and Ry. Co	Not reported								
Cornwall Street	5,232 70	3,415 47	14,845 07	2,186 53	16,461 48	304 57	3,667 04	46,112 86	21.558
Fort William	14,009 43	19,066 56	29,921 95	22,720 00	74,648 78	.....	9,769 13	170,135 85	26.266
Hamilton Street	46,129 93	59,578 04	155,146 11	86,660 04	406,664 28	39,144 65	77,546 25	870,869 30	30.675
Hamilton and Dundas	7,140 58	28,279 66	1,792 35	12,380 04	35,998 54	1,709 70	21,197 23	108,498 10	57.056
Hamilton, Grimsby and Beamsville	16,217 83	30,361 73	38,802 45	31,341 01	63,936 59	7,662 81	39,221 85	227,544 27	53.979
Huntsville and Lake of Bays (steam)	229 02	366 49	1,253 79	.....	2,056 86	.....	1,211 75	5,117 91	182.782
International Transit	8,936 50	3,968 04	14,951 64	12,000 00	26,876 37	.....	5,581 03	71,316 58	29.374
Kingston, Portsmouth and Cataraqui	9,569 68	10,064 95	14,263 31	6,759 18	23,129 60	.....	387 19	64,173 91	.....
Kitchener and Waterloo	7,189 89	11,657 15	8,574 28	12,509 26	38,246 80	.....	884 98	79,062 36	31.356
Lake Huron and Northern Ontario (steam)	11,776 59	.....	.....	.....	.....	.....	.....	11,776 59	**
London Street	32,336 55	55,896 82	69,673 69	37,014 84	254,024 54	19,245 26	19,152 43	487,344 13	27.329
Midland and Simcoe	Operated for switching purposes only								**
Mount McKay and Kakabeka Falls	1,749 06	507 50	570 84	.....	253 19	.....	22,762 34	25,842 93	.....
Niagara Falls Park and River	39,303 42	45,187 06	54,630 99	14,525 29	60,087 23	1,095 86	4,522 18	219,352 03	62.787
Port Arthur Civic	19,085 09	29,899 76	31,529 87	20,096 74	54,519 85	220,00	8,043 17	153,394 48	23.300
Sarnia Street	8,612 93	15,889 41	13,718 46	9,203 63	26,655 37	5,345 77	14,757 75	94,183 32	45.788
St. Thomas Civic	7,354 09	1,497 43	4,980 44	6,255 46	33,058 57	15 78	10 00	53,171 77	38.330
Sudbury, Copper Cliff Suburban	11,325 07	2,718 04	5,038 90	5,000 40	17,834 16	.....	3,707 15	45,623 72	30.759
Thurlow (steam)	.....	10,851 42	2,807 07	.....	7,957 40	.....	12,623 60	34,239 49	**
Toronto and York Radial	90,999 45	107,950 21	180,650 38	170,891 53	255,442 79	20,911 91	54,377 32	881,223 59	47.105
Toronto Transportation Commission	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterloo-Wellington	2,186 59	812 05	673 55	*2,412 87	2,166 53	2 17	58 74	8,312 50	23.219

* Track rental and Power.
** Car miles not reported.

TABULATION OF COMPARISON WITH PREVIOUS YEAR AS TO CAR MILES RUN, PASSENGERS CARRIED, ETC.

Name of Railway.	Length of Track.		Car Miles Run.		Passengers Carried		Accidents.				Net Earnings.	
							Killed.		Injured.			
	Increase	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease	Increase	Decrease	Increase.	Decrease.
1 Buffalo & Fort Erie Ferry & Ry.Co.	Not reported last year										$ c.	$ c.
2 Cornwall Street		No change		6,100	9,400				1			5,583 96
3 Fort William	2,689			54,797		554,842		none.			29,664 24a	
4 Hamilton Street		No change		194,208	409,378			2		35		102,788 55b
5 Hamilton, Grimsby and Beamsville		No change		34,129	136,489			1		2		5,503 46b
6 Hamilton and Dundas		No change		8,070		42,914						29,091 48b
7 Huntsville and Lake of Bays (steam)		No change		No change		2,467			1		197 91	
8 International Transit		No change		17,042		430,455	same					36,327 56
9 Kingston, Portsmouth and Cataraqui		No change	No change		120,349		same				4,214 06	
10 Kitchener and Waterloo	.92		473 28		267,875		None in either year				1,341 74	
11 Lake Huron and Northern Ontario (steam)		No change	No record									86 10
12 London Street		No change		78,641	1,138,235		1		3			2,516 57
13 Midland and Simcoe		Operated switching purposes only										
14 Mount McKay and Kakabeka Falls		No change	Not reported		Not reported		None in either year					33,928 70
15 Niagara Falls Park and River		No change	26,413		214,086			1	6			50,064 97
16 Port Arthur Civic		No change		78,713		680,388		2	1		1,815 91a	
17 Sarnia Street		No change	No change			101,167	None in either year					8,317 01
18 St. Thomas Civic		No change		80,380		16,301	same in both years					21,527 09b
19 Sudbury-Copper Cliff Suburban		No change	9,144		186,972		None in either year					1,226 21
20 Thurlow (steam)		No change	Not reported		Freight only		1			1	17,933 79	
21 Toronto and York Radial	3.35		130,411.64		1,726,054		same		18			36,728 80b
22 Toronto Transportation Commission												
23 Waterloo-Wellington		No change	No change			57,529	None in either year				1,026 41a	

(a) Decrease in Deficit on year's operation.
(b) Increase in Deficit on year's operation.

TABULATION OF CHARGES OTHER THAN OPERATING COSTS FOR YEAR ENDING DECEMBER 31, 1921

Name of Railway	Interest on Funded Debt	Interest and Discount on Unfunded Debts	Taxes	Transfers to Special Accts.	* All charges other than operating cost	* Total Expenditure excluding operating costs	* Total Expenditure including operating costs	Total Revenue from all sources	Per car mile run		Net Deficit from year's operation	f operation
									Total Expenditure	Total Revenue		
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c			$ c	$ c
Buffalo and Fort Erie Ferry & Ry. Co.							13,509 17	16,813 30	**	**		3,304 13
Cornwall Street			1,286 99		10,189 18	5,013 53	51,156 39	59,054 49	23.911	27.468		7,898 10
Fort William	65,184 33			35,509 20	100,693 53	65,184 33	235,320 18	265,434 00	36.329	40.978	5,395 38	
Hamilton Street	15,273 80	3,912 67	100,341 84		119,528 31	119,528 31	990,397 61	984,316 80	34.885	34.673	6,050 81	
Hamilton and Dundas	5,000 00		1,773 25		6,773 25	6,773 25	115,271 35	90,563 76	60.617	47.624	24,707 59	
Hamilton, Grimsby and Beamsville	7,500 00	8,622 31	5,697 04		21,819 35	21,819 35	249,363 62	210,565 12	59.155	49,948	38,798 50	
Huntsville and Lake of Bays (steam)			64 00		*1,732 00	*1,732 00	*6,849 91	7,935 94	*244.639	283.426		1,086 03
International Transit	4,125.00	10,253 00	1,417 33		41,168 69	35,948 28	(a)145,517 43	(b)134,690 18	44.180	36.026	10,827 25	
Kingston, Portsmouth and Cataraqui		4,000 00	685 43	3,775 96	8,461 39	4,685 43	68,859 34	79,939 97	34.484	40.034		7,304 67
Kitchener and Waterloo	6,464 02		280 59	15,174 40	21,919 01	6,744 61	85,806 97	103,637 97	34.032	41.103		2,656 60
Lake Huron and Northern Ontario (Steam)			116 73		116 73	116 73	11,883 32	11,819 71	**	**	63 61	
London Street	25,105 94	1,006 74	8,401 50		71,495 80	69,009 23	556,353 36	567,866 26	31.142	31.844		11,512 90
Midland and Simcoe	This railway is operated only for switching purposes											
Mount McKay and Kakabeka Falls			516 31		1,500 31	516 31	26,359 24	3,716 50	**	**	22,642 74	
Niagara Falls Park and River	30,000 00		9,513 56		39,513 56	39,513 56	258,865 59	232,885 17	74.098	66.661	25,980 42	
Port Arthur Civic	36,161 01	27,258 44			63,419 45	63,419 45	216,813 93	199,920 75	34.745	31.103	16,893 18	
Sarnia Street	6,236 84	622 80	1,230 84		8,090 48	8,090 48	100,420 16	91,495 68	48.820	45.940	5,924 48	
St. Thomas Civic	6,912 72	768 38	47 46		7,728 56	7,728 56	60,900 33	31,768 04	43.902	22.901	29,132 29	
Sudbury-Copper Cliff Suburban	4,500 00				4,500 00	4,500 00	50,123 72	52,193 64	33.794	35.216		2,069 92
Thurlow (steam)			26 70		10,065 24	10,065 24	44,304 73	44,575 47	**	**		270 74
Toronto and York Radial		218,136 17	15,782 81		298,087 80	298,087 80	1,179,311 39	1,104,470 47	63.040	59.039	74,840 92	
Toronto Transportation Commission												
Waterloo-Wellington	3,600 00	339 98	585 46		4,525 44	4,525 44	12,837 94	10,660 04	35.860	29.776	2,077 90	

*Including dividends when paid. **Car miles not reported. (a) Includes $38,252.57 operating expenses from Ferry operation.
(b) Includes $47,221.91 gross earnings from Ferry operation.

TABULATION OF ASSETS AND LIABILITIES AS OF DECEMBER 31, 1921

Name of Railway	Authorized Capital Stock	Cost of Railway, Equipment, Lands and Buildings	Assets	Deficit	Capital Stock Outstanding	Funded Debt	Current Liabilities	Liabilities		Surplus
			Cash and other assets					Accrued Liabilities	Reserve and other special Funds	
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
Buffalo and Fort Erie Ferry and Ry. Co	500,000 00	100,299 84	4,150 00	.....	100,000 00	.....	.....	.....	.....	.....
Cornwall Street	200,000 00	242,404 71	23,161 06	.....	200,000 00	.....	.....	.....	.....	.....
Fort William	.....	1,092,000 00	598,236 75	268,428 63	..... *	1,317,000 00	1,941 43	22 50	36,800 00	26,811 84
Hamilton Street	1,205,000 00	2,358,453 65	8,016 22	.....	1,205,000 00	320,000 00	252,527 67	355,05	244,177 21	344,409 94
Hamilton and Dundas	100,000 00	221,983 15	38,231 71	.....	100,000 00	100,000 00	28,884 43	.....	25,350 85	5,979 58
Hamilton, Grimsby and Beamsville	235,000 00	498,472 99	4,714 18	170,544 23	235,000 00	150,000 00	190,443 60	1,250 00	97,037 80	.....
Huntsville and Lake of Bays (steam)	50,000 00	29,285 21	.....	.....	27,800 00	.....	230 20	.....	.....	1,255 01
International Transit	150,000 00	500,321 31	14,273 10	.....	150,000 00	72,500 00	93,307 82	.....	120,835 53	77,951 06
Kingston, Portsmouth and Cataraqui	Not Reported	Not Reported	Not reported		83,100 00	100,000 00	Not reported			
Kitchener and Waterloo	.....	228,227 23	15,766 22	.....	.....	*124,341 37	5,165 62	3,222 72	108,607 14	2,656 60
Lake Huron and Northern Ontario (steam)	12,000 00	609,000 00	.....	.....	**595,000 00	**595,000 00	23,600 00	.....	.....	.....
London Street	750,000 00	1,507,791 95	54,487 79	.....	637,480 00	486,000 00	48,784 50	7,665 64	289,246 89	93,102 71
Midland and Simcoe	This railway is	operated only	for switching	purposes						
Mount McKay and Kakabeka Falls	500,000 00	402,208 52	63,501 36	8,750 32	386,955 00	.....	2 28	.....	87,502 92	.....
Niagara Falls Park and River	Not Reported	This railwaybe	ing operated	as a Divisio	n of The Inter	national Rail	way Compa	ny.		
Port Arthur Civic	*940,184 00	688,081 24	413,227 74	17,358 54	.....	*729,737 72	26,694 56	21,504 65	340,730 59	.....
Sarnia Street	100,000 00	255,339 65	1,142 47	.....	90,000 00	94,700 00	9,202 88	.....	.....	62,579 24
St. Thomas Civic	*	78,911 00	742 55	76,548 85	.....	*137,662 58	18,539 82	.....	.....	.....
Sudbury, Copper Cliff Suburban	250,000 00	321,428 97	6,404 72	.....	173,100 00	75,000 00	11,484 82	8,675 00	.....	19,573 87
Thurlow (steam)	50,000 00	45,346 86	35,114 89	.....	25,000 00	.....	.....	.....	.....	55,461 75
Toronto and York Radial	2,000,000 00	5,516,794 15	383,809 38	.....	2,000,000 00	.....	12,700 00	3,655,824 90	81,002 69	151,075 94
Toronto Transportation Commission	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterloo-Wellington	400,000 00	74,122 93	1,781 11	12,578 56	19,200 00	.....	9,282 60	.....	60,000 00	.....

**$446,000 Capital Stock and $505,000 Bonds in hands of pool for financing road.

*Municipal Debentures.

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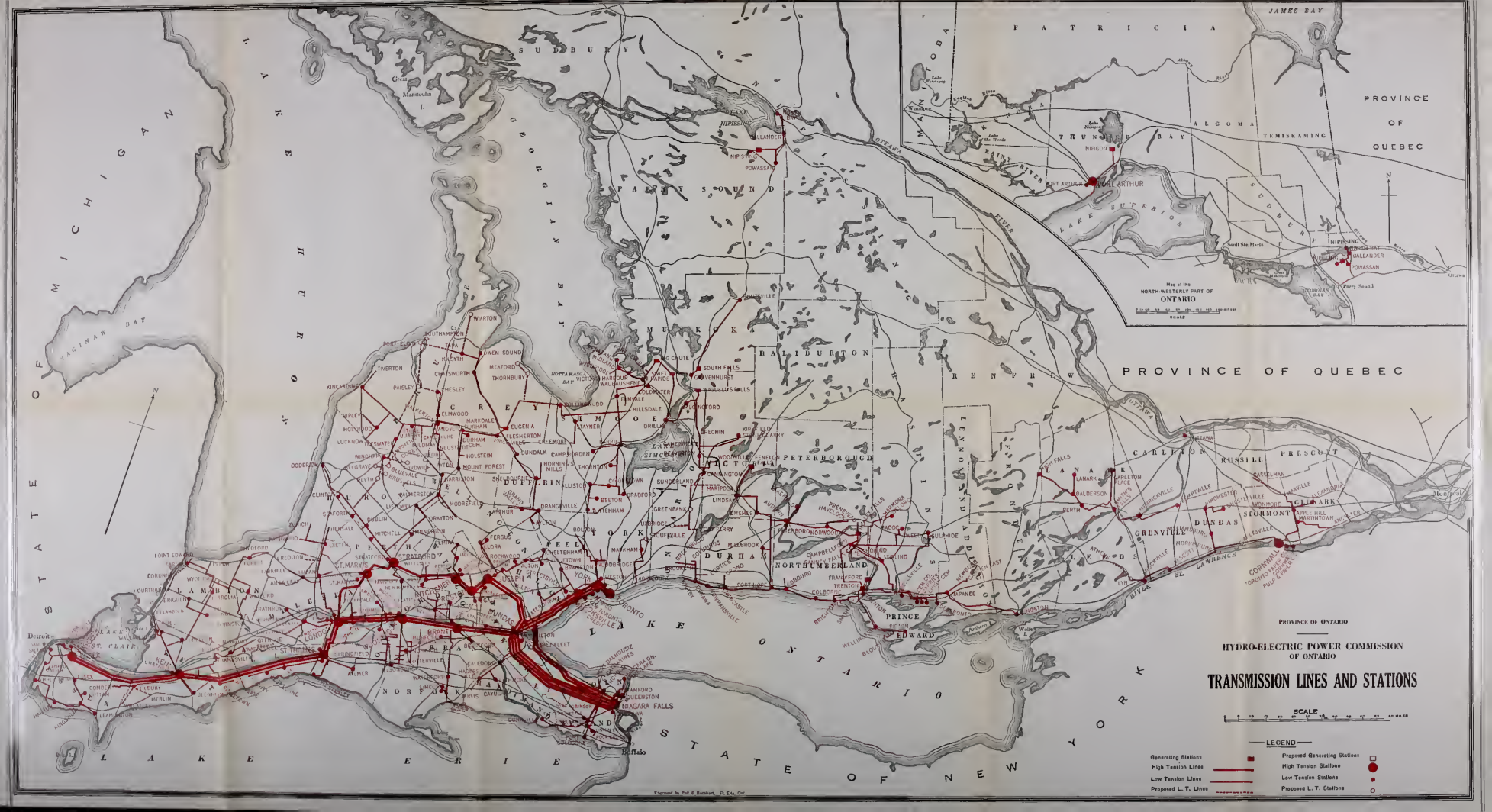
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High Tension Lines
Low Tension Lines
Proposed L. T. Lines
Proposed Generating Stations
High Tension Stations
Low Tension Stations
Proposed L. T. Stations
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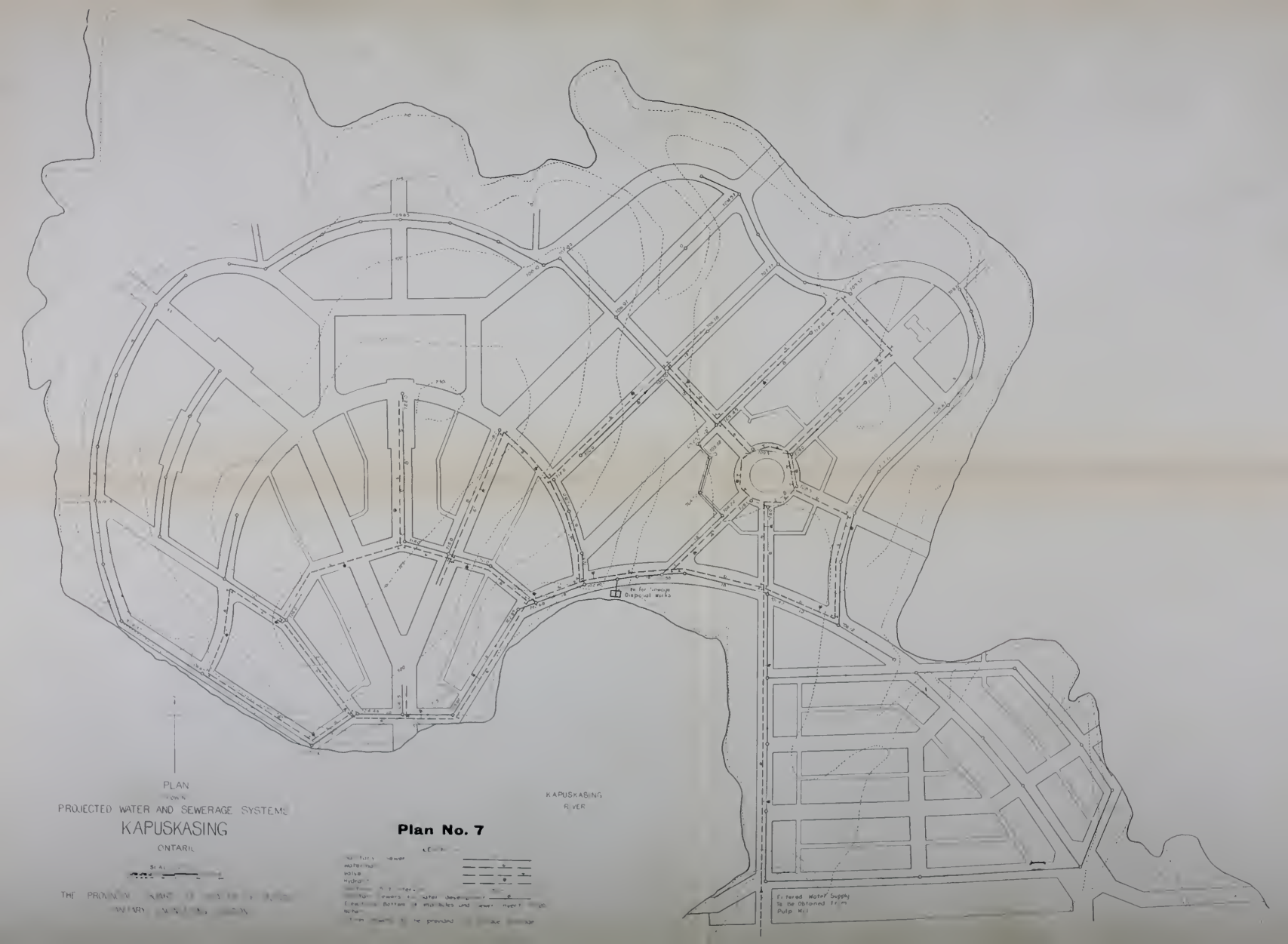

PLAN
TOWN
PROJECTED WATER AND SEWERAGE SYSTEMS
KAPUSKASING
ONTARIO

SCALE

THE PROVINCIAL BOARD OF HEALTH
ONTARIO

Plan No. 7

LEGEND

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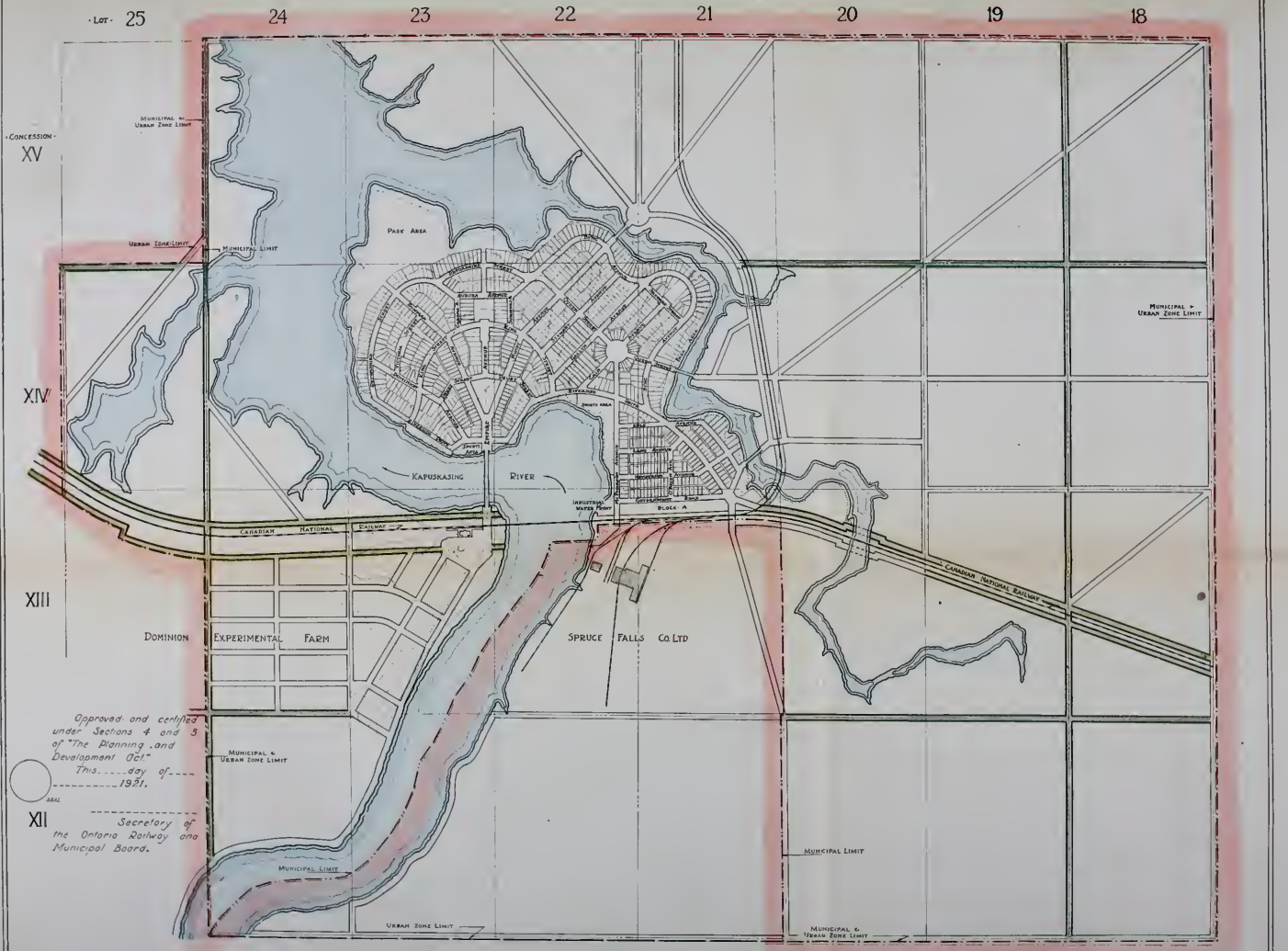

Approved and certified under Sections 4 and 5 of "The Planning and Development Act" This ____ day of ____ 1921.

SEAL

Secretary of the Ontario Railway and Municipal Board.

The Corporation of the Town of Kapuskasing approves of this plan and consents to the filing of the same in the Land Titles Office.

SEAL

Clerk

I hereby certify that this plan accurately shows the manner in which the land included therein has been surveyed, subdivided and projected, under the instructions of the Minister of Lands and Forests, and that the said plan is prepared in accordance with the provisions of the Planning and Development Act.

signed

Director of Surveys

GENERAL PLAN OF TOWN OF KAPUSKASING · ONTARIO

SHOWING PROJECTED STREETS ETC. FOR FUTURE DEVELOPMENT AND VARIATION OF URBAN ZONE

Plan No. 6

SCALE-IN-FEET

0 400 800 1200 1600

PLANNED BY
W.E.HARRIES & A.V.HALL
LANDSCAPE ARCHITECTS & ENGINEERS
ARTHUR M. KRUSE ~ ASSOCIATE
TORONTO · ONTARIO

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Plan No. 5

PLAN OF THE SUBDIVISION OF
PART OF LOTS 22 AND 23 CON. XV
PART OF LOTS 21, 22, AND 23 CON. XIV
PART OF LOT 21 CON. XIII
PART OF ROAD ALLOWANCE BETWEEN CONS. XIV AND XV
AND
PART OF ROAD ALLOWANCE ADJACENT TO CAN. NAT. RAILWAYS
TOWNSHIP OF OBRIEN
DISTRICT OF TEMISKAMING
PROVINCE OF ONTARIO
SCALE 200.0 FT = 1 INCH

Surveyors Certificate —

I hereby certify that this plan accurately shows the manner in which the lands included herein being composed of part of Lots 22 and 23 Con XV part of Lots 21 22 and 23 Con XIV part of Lot 21 Con XIII part of road allowance between Cons XIV and XV and part of road allowance adjacent to Can Nat Railways Township of O'Brien District of Temiskaming Province of Ontario have been surveyed and subdivided by me and that the said plan has been prepared in accordance with the provisions of the Land Titles Act

Haileybury Ont Oct 12th 1921

T. E. Simmons
Ontario Land Surveyor

Owners Certificate —

The portions of this plan coloured pink and brown are laid out according to our instructions and we hereby dedicate the portions coloured brown as Public Highways

Certificate of Municipality

We hereby signify our consent to the subdivision of these lands as shown on this plan

Mayor

Clerk

County of York
To Wit

I City of Toronto in the County of York and Province of Ontario make oath and say:

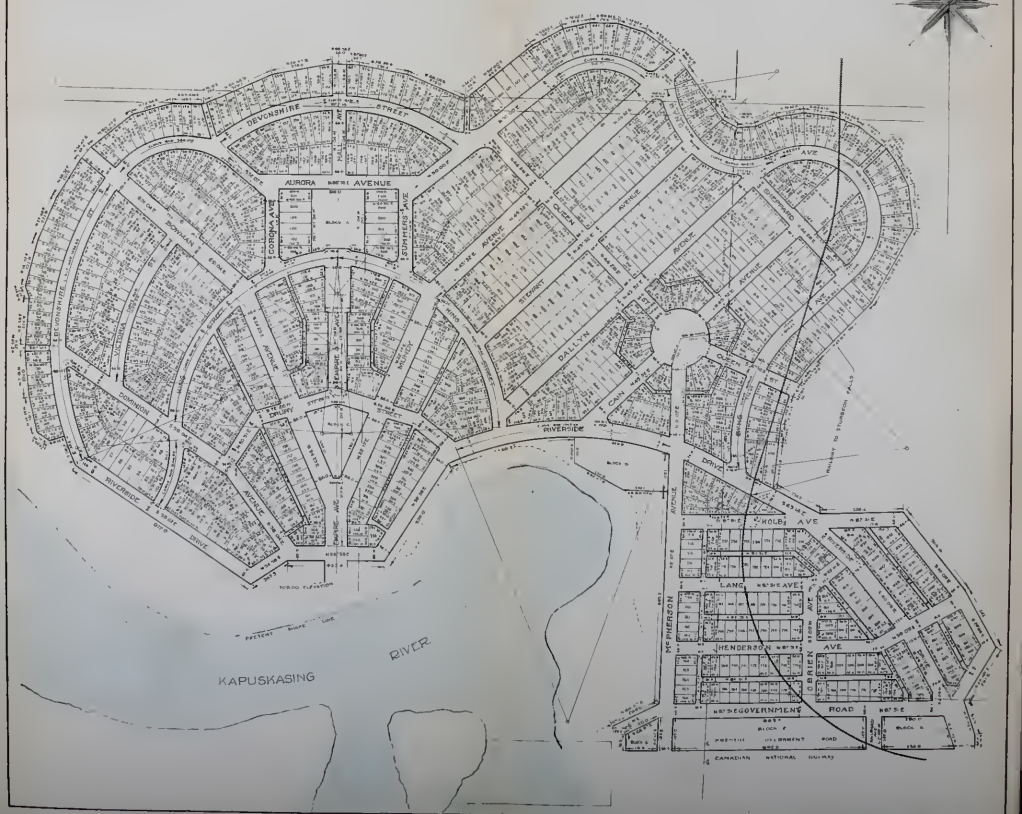
1 That I was personally present and did see this plan and duplicates thereof duly signed by and parties hereto

2 That the said plan and duplicates were signed at the C.T. of Toronto

3 That I know the said parties

4 That I am a subscribing witness hereto

Sworn before me at the City of Toronto in the County of York Province of Ontario this day of 1921.



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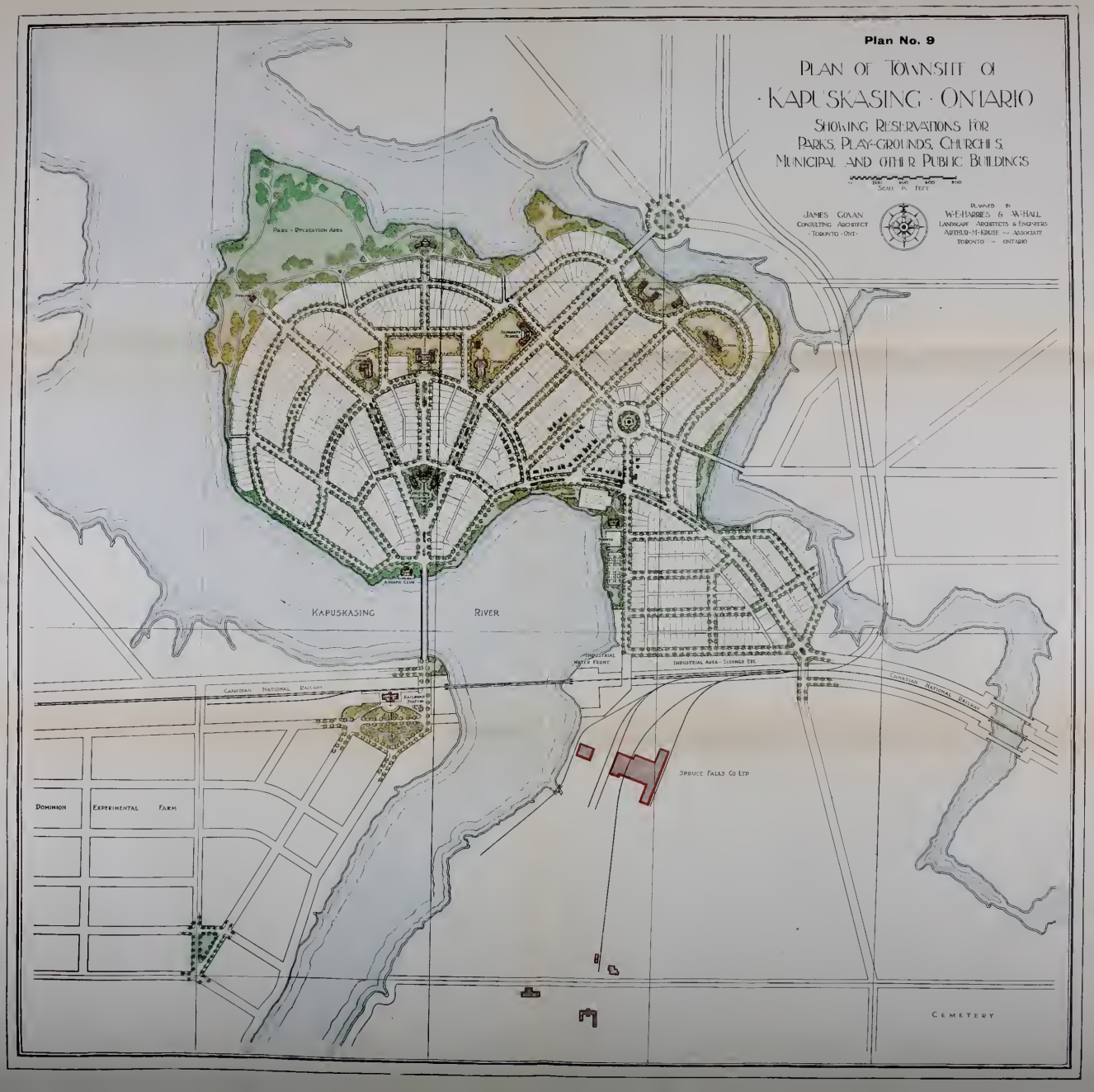
Ontario Legislative Assembly
Sessional papers.
Vol. 54, pt. 7, 1922.


Plan No. 9
PLAN OF TOWNSITE OF
· KAPUSKASING · ONTARIO
SHOWING RESERVATIONS FOR
PARKS, PLAY-GROUNDS, CHURCHES,
MUNICIPAL AND OTHER PUBLIC BUILDINGS
SCALE IN FEET
JAMES GOVAN
CONSULTING ARCHITECT
· TORONTO · ONT ·
PLANNED BY
W·E·HARRIES & W·HALL
LANDSCAPE ARCHITECTS & ENGINEERS
ARTHUR·M·KRUSE — ASSOCIATE
TORONTO — ONTARIO
PARK · RECREATION AREA
KAPUSKASING
RIVER
CANADIAN NATIONAL RAILWAY
INDUSTRIAL WATER FRONT
INDUSTRIAL AREA · SIDINGS ETC
SPRUCE FALLS CO LTD
DOMINION EXPERIMENTAL FARM
CEMETERY

5 maps
in pocket